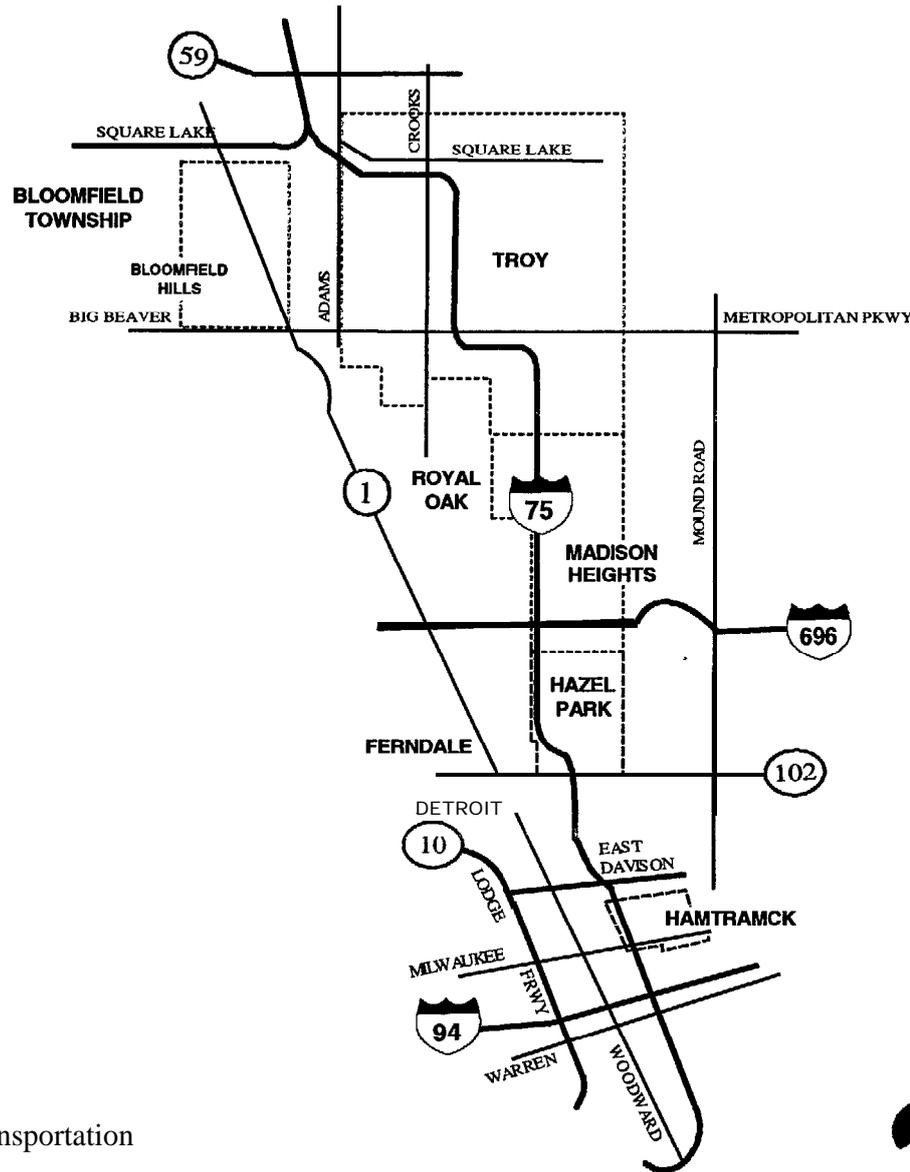


VOLUME I. I-75 CORRIDOR INCIDENT MANAGEMENT PLAN IMPLAN



Contract No. 93-0580-DAB

Prepared For
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Volume I. I-75 Corridor Enhanced Incident Management Plan

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EXECUTIVE SUMMARY

In 1993, the Michigan Department of Transportation, supported by the Federal Highway Administration, sponsored a study, *Metro Detroit Early Deployment Project*. Rockwell International served as Prime Contractor, with Dunn Engineering Associates and Hubbell, Roth and Clark, Inc., serving as subcontractors.

This study required the development of a plan for a *Quick Step*, an early action IVHS project. That plan is documented in *Early Deployment of ATMS/ATIS for Metropolitan Detroit*, dated February 15, 1994.

In addition, the study required that the contractor develop:

- o A model for preparing a detailed incident management plan
- o The test and validation of the model on a specific freeway segment and
- o A Comprehensive Incident Response Plan

This document (Volume I) and Volume II (User's Guide) fulfill the latter three requirements.

Methodology

A. Model

To develop "a model for preparing a detailed incident management plan", a software *shell* was developed by Dunn Engineering Associates. This shell contains a *generic* incident management plan which consists of

- o generic text which describes incident management, and the reasons for implementing an incident management plan
- o a text framework which establishes a generic incident management plan, and
- o an extensive series of tables.

The shell serves as the model. By filling in the series of tables with information relevant to the specific area or region, the user generates a *site-specific* incident management plan. The text framework refers to these tables. As a result, when the tables are completed, a site specific incident management plan is generated. Volume II provides specific guidance on completing the incident management plan.

B. Test and Validation

The model, termed IMPLAN, was then applied to the I-75 Corridor between I-94 and Adams. This activity was led by Hubbell, Roth and Clark with active participation by the I-75 Administrative Traffic Management Team. The latter has endorsed the result, approved at a meeting on April 29, 1994. The reasons for selection of the I-75 Corridor to test and validate IMPLAN are provided in the previously referenced report, *Early Deployment of ATMS/ATIS for Metropolitan Detroit*.

C. Comprehensive Incident Response Plan

The Comprehensive Incident Response Plan consists of a plan to establish alternate routes in the event of an I-75 closure. These routes are depicted in Plans 1 through 10 of Appendix A, *Alternate Route Plans*. Appendix B presents a draft procedure outlining the *Control and Responsibilities on Metro Interstate Highways*. Appendix C describes *Procedures for Closure of State Trunkline Highways* prepared by the Michigan Department of Transportation and the Michigan State Police.

Intended Audience

The Incident Management Plan generated by IMPLAN is targeted to personnel involved in incident management. This includes affected agencies including:

- o State DOT
- o Counties
- o Cities
- o Smaller local jurisdictions
- o Police
- o Fire
- o EMS
- o Media
- o Third party traffic information providers

An important aspect of the plan development is to specifically identify the agencies which contribute to incident management in a particular area or corridor.

1.0 INTRODUCTION

The Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA) encourages better management of the existing transportation system prior to investing in a large capital improvement. The development of an Incident Management program represents one important part of an overall strategy to better manage the existing system.

Estimates reveal that over 50 per cent of all motorist delay on the freeway system proves incident related. With drivers wasting an estimated \$10 per hour, incident management has a potentially large payoff.

The problem shows every sign of becoming worse. Data from the Highway Performance Monitoring System (HPMS) shows an annual increase of over 20 per cent in incident delay between 1984 and 1987. Projections to the year 2005 (Reference 1) indicate similar annual increases. Since building new roads for the most part has become economically and environmentally unacceptable, our existing highway network must be used as efficiently and economically as possible.

Incident Management is the spectrum of activities involved in detecting, responding to and clearing roadway incidents. It represents the coordinated preplanned use of human and technological resources to restore full capacity after an incident occurs, and provide motorists with information and direction until the incident is cleared. Incident management programs vary widely in cost and sophistication, but all share the following common elements:

- o Detection
- o Verification
- o Response
- o Removal
- o Traffic Management
- o Information to Motorists

At the least, incident management can save the public untold hours and dollars; at best it will save lives by minimizing the time that dangerous obstructions remain on our roadways.

This plan aims to be action oriented and is intended to *serve* as a *living document*. Section 4.0 describes action items, responsible parties and expected implementation dates.

The task force or committee responsible for generating the document should review it periodically (say every six months) and update it accordingly. This will serve as a process to continuously monitor the progress of plan implementation and accommodate revisions as the incident management program evolves. Text has been kept to a minimum and serves only to refer to tables which contain the information and

actions pertinent to the plan.

1.1 Enhanced Incident Management Plan

Incidents are “managed” to some extent on all existing highways. Accidents are responded to, stalled vehicles are towed, and debris is cleared. However, “enhanced” incident management can improve and expedite these activities. Hence, this document uses the terminology, “Enhanced Incident Management Plan”.

Several references exist which provide further background on incident management and were used in the development of this plan. These include:

- o Blueprint for Action, Metropolitan Detroit Incident Management Coordinating Committee, October, 1993
- o Freeway Incident Management Handbook, FHWA-SA-91-056, July 1991, Dunn Engineering Associates
- o Framework for Developing Incident Management Systems, WARD 224.1, August 1991, Washington State Transportation Center (TRAC)
- o Incident Management, Trucking Research Institute, 1990, Cambridge Systematics, Inc.

1.2 Justification For Incident Management Program

Many reasons exist for improved management of freeway and surface street incidents:

- o The existing program may work by default; police, fire, ambulance and tow vehicles all respond when called but no overall coordination and management is in effect.
- o Impacts of incidents prove serious resulting in loss of time, money and safety.
- o Existing resources provide a strong foundation to better manage incidents, through improved cooperation and coordination.
- o Incident management represents part of a Congestion Management System, required by ISTEA.
- o An incident management program provides the base of support (institutional arrangements) needed for Advanced Traffic Management Systems. These ATMS can reduce incident potential by applying Intelligent Vehicle Highway Systems (IVHS) techniques.

These reasons support the development and implementation of an incident management plan for our region. The remainder of this document describes the plan.

As indicated previously, this plan represents a living document. It is expected that it will continue to evolve to account for changes in:

- o Technology
- o Funding sources and amounts

- o Experience and lessons learned

1.3 Benefits and Costs

The benefit of an incident management program consists primarily of the delay saved by the motoring public converted to monetary value. Reduction of secondary accidents also constitutes a portion of the benefits gained by incident management. Comparing benefits to the costs of operating an incident management program establishes a benefit/cost ratio which evaluates the program's effectiveness. Chapter 11 of the *Freeway Incident Management Handbook* provides a methodology for assessing benefits of a particular incident management program element. That source cites incident management program elements whose benefit/cost ratios ranged from 3.5: 1 to 28: 1 (An element represents a specific activity such as establishment of a service patrol or public education program).

Other non-quantifiable benefits also derive from incident management including:

- o Reduced frustration and inconvenience to the individual motorist involved in an incident.
- o The timely removal of vehicles from the traveled way or shoulder, thus reducing secondary accident potential.
- o Reduction in the number of motorists who abandon their vehicles and become pedestrians on the freeway.
- o Emission reduction due to more rapid return to normal operations.
- o Improved public perception of the effectiveness of the operating agencies in dealing with traffic and incident management.

1.4 Plan Development Process

To develop this incident management plan, the following process was used:

- o Inventory existing incident management procedures
- o Establish goals and objectives
- o Define enhanced incident management program
 - Develop alternate route plans

To assist and guide development of the plan, the incident management planning process has been subdivided into the following major categories:

- o Jurisdiction
 - The identification of public agencies involved in the incident management process, the responsibilities and roles of each and the planned levels of participation in incident management.
- o Detection/Verification
 - The determination that an incident has occurred, its precise location and type; display, recording and communication of this information to appropriate agencies.

- o Response
 - The activation, coordination, and management of the appropriate personnel, equipment, and communication links and motorist information media as soon as there is resonable certainty that an incident is present.
- o Removal
 - Removal of stalled vehicles, wreckage, debris, and spilled materials from the roadway and restoring the roadway capacity to its pre-incident condition.
- o Information Dissemination
 - Activation of various media for communication of incident site traffic conditions to motorists.
- o Alternate Routes
 - The identification and mapping of alternate routes in the event of freeway closure.

To facilitate plan development, the ensuing plan process subdivides each step into these six major categories.

REFERENCE

1. Lindley, J.A. "Urban Freeway Congestion Problems and Solutions: An Update", ITE Journal, December 1989.

2.0 INVENTORY

As in most regions, a variety of agencies and jurisdictions have an incident management role in our region.

As a first step in identifying how we can enhance incident management, current practices and procedures were inventoried. This inventory has the following purposes:

- o Establish a baseline so that costs and benefits of improved procedures can be assessed by those responsible for implementing the plan,
- o Identify shortcomings in existing procedures.
- o Assist in establishment of goals and objectives for an enhanced incident management system, i.e. a plan which improves and expedites the existing handling of incidents.

2.1 Jurisdiction Inventory

Table 2.1-1 shows the roadways and limits which form the incident management network. This table also identifies the jurisdiction which holds primary responsibility for operating each roadway section while Table 2.1-2 shows the first response agency, i.e. the agency which is normally first to arrive at the incident scene. The inside back cover lists the primary contact at each agency along with corresponding telephone and FAX numbers.

In performing this jurisdictional inventory, a number of opportunities for improved coordination and cooperation were uncovered. These are summarized in Tables 2.1-3 and 2.1-4 and include:

- o Policy issues (Table 2.1-3)
- o Communication issues, operational and technical (Table 2.1-4)

Table 2.1-1 Jurisdiction Inventory

<i>I.D.</i>	<i>Segment</i>	<i>Approximate Length (MI)</i>	<i>Closest Exit Number</i>	<i>Jurisdiction</i>
A	I-94 to Holbrook	2.00	53B to 55	City of Detroit
B	Holbrook to Davison	1.50	55 to 56B	City of Detroit City of Hamtramck
C	Davison to 8 Mile	3.00	56B to 59	City of Detroit
D	8 Mile to 10 Mile	2.00	59 to 61	City of Royal Oak City of Hazel Park City of Ferndale
E	10 Mile to 14 Mile	4.00	61 to 65	City of Troy
F	14 Mile to Adams	9.00	65 to 74	City of Troy

Note: Segment lengths based on the boundaries of each city or municipality.

Table 2.1-2 First response agency

Roadway Name	Limit		Agency *
	From	To	
I-75	I-94	Holbrook	Michigan State Police (MSP)
I-75	Holbrook	Davison	Michigan State Police (MSP)
I-75	Davison	8 Mile	Michigan State Police (MSP)
I-75	8 Mile Road	10 Mile Road	Michigan State Police (MSP)
I-75	10 Mile Road (I-696)	14 Mile Road	Michigan State Police (MSP)
I-75	14 Mile Road	Adams	Michigan State Police (MSP)

Notes: The MSP will normally be the first to respond to an incident and is considered the “default” agency. It will call upon local police jurisdictions as requirements dictate. If a local police jurisdiction is first on the scene, it will coordinate response until MSP arrives.

Table 2.1-3 Policy Issues

The cities of Royal Oak and Madison Heights share responsibility for incidents in a portion of the interchange of I-75 and I-696. This overlap of responsibilities should be addressed and resolved to assure that no jurisdictional disputes can occur in managing incidents at this location.

The establishment of alternate routes (see Appendix A) will require some type of endorsement from local jurisdictions. Currently there is only operational policy without any formalized agreement. Policy must be set as to whether there is a need to formalize the alternate routes via council resolution or other means.

In operating alternate routes, policy must be established as to modifying signal timing to accommodate diverted traffic, i.e. which agency or agencies is authorized to institute diversion timing plans. Also, the agency maintaining detour signing must be established.

Table 2.1-4 Communications Issues

- o At present, the ability to communicate among various agencies in the same political unit is lacking and becomes worse if more than one political unit is involved.
- o County-wide networks exist but are limited to the number of agencies included and do not reach outside of county boundaries. The MSP has a statewide net, Michigan Emergency Public Safety System, (MEPSS), but this does not extend to non-police agencies.
- o Communication deficiencies also extend to conveying incident information to the public.

2.2 Detection/Verification Inventory

Roadway incidents are currently reported in a variety of ways. Table 2.2-1 summarizes the primary incident reporting and detection media for each roadway section and the responding agency.

Table 2.2-1 Detection/Verification Inventory

Roadway Name	Limits		Mode	
	From	To	Detection	Verification
I-75	I-94	Holbrook	Cellular 911*	None**
I-75	Holbrook	Davison	Cellular 911	
I-75	Davison	8 Mile	Cellular 911	
I-75	8 Mile Road	10 Mile Road	Cellular 911	
I-75	10 Mile Road (I-696)	14 Mile Road	Cellular 911	
I-75	14 Mile Road	Adams	Cellular 911	

* Additional detection modes which report to the Michigan State Police include: Michigan Emergency Patrol (MEP), Citizens Band Radio (channel 9).

** Verification not applicable because there is no electronic detection.

2.3 Response Inventory

Table 2.3-1 summarizes the first response procedure for each roadway section, i.e. which agency is normally the first to arrive at the incident scene.

Table 2.3-1 Response Inventory

Roadway Name	Limits		Agency
	From	To	
I-75	I-94	Holbrook	Michigan State Police (MSP)
I-75	Holbrook	Davison	Michigan State Police (MSP)
I-75	Davison	8 Mile	Michigan State Police (MSP)
I-75	8 Mile Road	10 Mile Road	Michigan State Police (MSP)
I-75	10 Mile Road (I-696)	14 Mile Road	Michigan State Police (MSP)
I-75	14 Mile Road	Adams	Michigan State Police (MSP)

Note: AAA will operate two courtesy patrol vans on I-75 starting September 1, 1994. The courtesy patrol will operate 4pm to midnight Tuesday through Saturday.

2.4 Removal Inventory

Table 2.4-1 summarizes current procedures for incident removal by roadway section.

Table 2.4- 1 Removal Inventory

<i>Roadway Name</i>	<i>Limits</i>		<i>Administrator</i>	<i>Towing Company Selection</i>	<i>Response Requirements</i>
	<i>From</i>	<i>To</i>			
I-75	I-94	Holbrook	Michigan State Police	Rotation*	See objectives in Table 3.0-1
I-75	Holbrook	Davison	Michigan State Police	Rotation	See objectives in Table 3.0-1
I-75	Davison	8 Mile	Michigan State Police	Rotation	See objectives in Table 3.0-1
I-75	8 Mile Road	10 Mile Road	Michigan State Police	Rotation	See objectives in Table 3.0-1
I-75	10 Mile Road (I-696)	14 Mile Road	Michigan State Police	Rotation	See objectives in Table 3.0-1
I-75	14 Mile Road	Adams	Michigan State Police	Rotation	See objectives in Table 3.0-1

* A Rotation List identifies approved private wrecker operators who are called sequentially, usually by the police from the incident scene. Rotation lists are usually established on an informal basis with no written contracts but may be administered based on a local ordinance.

** Motorists can call towing service of their choice, if desired.

2.5 Information Dissemination

Table 2.5-1 lists the media currently used to disseminate traffic and incident information to the motorist.

Table 2.5 1 Information dissemination inventory

<i>Media</i>	<i>Location/Type</i>	<i>Controlling Agency</i>
Commercial Radio	AM 760, AM 950, AM1270	Private
Commercial Radio	Various Stations	Metro Traffic, MEP
Telephone	Weather conditions report, 336-1000	AAA
Changeable Message Signs (CMS)	South of I-94	MDOT-MITS

2.6 Alternate Route Inventory

Tables 2.6-1 and 2.6-2 summarize the candidate alternate routes recommended for designation in the event of primary route closure.

Table 2.6-1 Candidate alternate route inventory (Route 1)*

Roadway Name	Limits		Candidate Routes	Responsible Agency
	From	To		
I-75	I-94	Big Beaver Road	NB Route: I-75N/B to I-94 W/B to Lodge (M-10) N/B to Livernois N/B to 8 Mile Road (M-102) E/B To Mound N/B to Metro Parkway W/B to Crooks N/B To I-75 N/B (Plan 1)	I-75 and 8 Mile(M-102) – MDOT Livernois – Cii of Detroit I-94 and Lodge Freeway – MDOT Metro Parkway & Mound - Macomb Co. Rd. Comm. Big Beaver – Rd. Comm. For Oakland County Crooks – Rd. Comm. For Oakland County
I-75	Square Lake	I-94	SB Route: BL-75 (Square Lake) W/B To Woodward (M-1) S/B To 8 Mile Rd. (M-102) W/B To Livernois S/B To Lodge (M-10) S/B to I-94 E/B To I-75 S/B (Plan 2)	BL-75, Woodward(M-1) – MDOT

* A choice of two different alternate routes is given. The implementing agency(ies) will have an alternate choice if one of the candidate routes is unusable for any reason.

Table 2.6-2 Candidate alternate route inventory (Route 2)

Roadway Name	Limits		Candidate Routes	Responsible Agency
	From	To		
I-75	I-94	Davison	<p>NB Route: I-94 W/B to Lodge (M-10) N/B to Davison E/B to I-75 (no trucks on Davison) N/B (Plan 3)</p> <p>SB Route: Davison W/B to Lodge (M-10) S/B to I-94 E/B to I-75 S/B (Plan 3)</p>	I-94,Lodge(M-10), Davison--MDOT
I-75	Davison	8 Mile Road	<p>NB Route: Davison W/B to Lodge (M-10) N/B to Livernois N/B to 8 Mile(M-102) E/B to I-75 N/B (Plan 4)</p> <p>SB Route: 8 Mile (M-102) W/B to Livernois S/B to Lodge (M-10) S/B to Davison E/B to I-75 S/B (Plan 4)</p>	8 Mile – MDOT Livernois – City of Detroit
I-75	8 Mile Road	I-696	<p>NB Route: 8 Mile Road (M-102) W/B to Woodward (M-1) N/B to I-696 E/B to I-75 N/B (Plan 5)</p> <p>SB Route: I-696 W/B to Woodward (M-1) S/B to 8 Mile Road (M-102) E/B to I-75 S/B (Plan 5)</p>	I-696, Woodward (M-1) – MDOT
I-75	I-696	Crooks	<p>NB Route: I-75 N/B to I-696 E/B to Mound Road N/B to Metro Parkway W/B to Crooks N/B to I-75 N/B (Plan 6)</p> <p>SB Route: I-75 S/B to Square Lake W/B to Woodward (M-1) S/B to I-696 E/B to I-75 S/B (Plan 8)</p>	Metro Pkwy & Mound – Macomb, Co. Rd. Comm. Crooks – Road Commission for Oakland County Square Lake – MDOT

3.0 ESTABLISH GOALS AND OBJECTIVES

Based on the inventory of current management practices, goals and objectives for an enhanced program can now be established. Only by stating and understanding the “existing” incident management process can the requirements for an “enhanced” program be articulated. The future vision of incident management can be best defined only after completely understanding the resources and procedures already in place.

Table 3.0-1 lists the goals and objectives of an enhanced program. Each goal and objective is shown within one of the major incident management categories defined in Section 1.

Table 3.0-1 Goals and Objectives

GOALS

OBJECTIVES

Jurisdiction

<p>Formalize interjurisdictional responsibilities Formalize incident scene responsibilities Determine jurisdiction boundaries/overlaps</p>	<p>EMS takes control of the injured at the scene Develop agreement to allow first agency to take control of scene (see Table 4.1-l) When more than one agency arrives on the scene, the most qualified, certified individual takes control of the Incident</p>
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Detection/Verification

<p>Decrease detection time during peak periods Improve utilization of current agency resources</p>	<p>Detect lane blocking incident during peak hour within 5 minutes Detect motorists stalled on shoulder within 15 minutes at all times of day</p>
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Response

<p>Initiate or increase coverage of response vehicles Enlist private sector to participate in response function</p>	<p>Allow locals to respond when MSP cannot Establish guidelines for agency cooperation in responding to incidents Respond to incident within 5-10 minutes of detection for EMS response Car assistance response should occur within 30 minutes Provide car assistance during the peak hour with higher priority, i.e. less than 30 minutes Push stalled vehicle onto shoulder Handle flat tire, out of gas, overheat, jump start, car assistance, other</p>
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Removal

<p>Establish Quick Clearance Policy Ensure personnel safety at accident scene Enhance procedures with special focus on commercial vehicles Improve response time of contract tow vehicles Procure and operate publicly owned tow vehicles, if significant improvements in roadway clearing can be established</p>	<p>Encourage towing/courtesy patrols to facilitate removal of stalled vehicles from traveled way Ensure appropriate tow vehicle or debris removal vehicle are on scene within 30 minutes Possibly defer removal to end of peak period to minimize traffic disruption Change State law for removal within 4 hours</p>
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Alternate Routes

<p>Establish designated alternate routes Establish guidelines for alternate route usage</p>	<p>Install permanent, fold-down display type signs (dynamic) Develop alternate route planning Place signage only for closures > 4 hours Install permanent route markers (static) Davison freeway alternate route – no truck traffic until project completion (1997)</p>
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Information Dissemination

<p>Enhance traffic information to en-route motorists Enhance pre-trip planning Enlist private sector</p>	<p>Provide more timely incident information to drivers Educate the public to know that quick removal is important</p>
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4.0 ELEMENTS OF ENHANCED INCIDENT MANAGEMENT PLAN

Based on the goals and objectives established in Section 3, the elements of an enhanced incident management program were defined.

4.1 Jurisdiction Enhancements

Table 4. 1-1 lists the proposed enhancements for jurisdictional issues.

Table 4.1-1 Jurisdiction enhancements

<i>Enhancements</i>	<i>Responsible Group</i>	<i>Suggested Time Frame</i>
<p>Clarify responsibilities and boundaries -Improve Coordination by education of police and fire departments</p> <p>Improve inter-agency communications – Create Incident Management Center (Command Post) – Combine MTCYMSP to create 24 hour operation – Establish task groups including MSP,MTC,MEP,Metro Traffic</p> <p>Recommend legislative changes Agree on common reporting procedures Identify and capture funding sources</p>	<p>Metropolitan Detroit Incident Management Coordinating Council (MDIMCC)</p> <p>MTS--Michigan Intelligent Transportation Systems Center (Michigan DOT)</p>	<p>18 months</p>
<p>All communities and government agencies shall agree that the first agency on site at any incident occurring within or affecting roadway right-of-way shall proceed with contacting all other affected agencies. Other affected agencies shall include law enforcement agencies, county and city agencies, pollution control, emergency patrol and state agencies.</p>	<p>Metropolitan Detroit Incident Management Coordinating Council (MDIMCC)</p>	<p>50 months</p>
<p>improve and automate incident management planning process. To facilitate updating of this plan, enhance IMPLAN (Incident Management Planning software) to make it more user-friendly and eliminate need to buy PARADOX software package.</p>	<p>Michigan DOT with support from FHWA</p>	<p>5 months</p>

4.2 Detection/verification Enhancements

Table 4.2-1 lists the proposed enhancements for incident detection and verification.

Table 4.2-1 Detection enhancements

<i>Enhancements</i>	<i>Responsible Group</i>	<i>Suggested Time Frame</i>
Prevention	MDIMCC	1 -- 2 years
-- Inspection		
-- Education		
- Enforcement		
Improve on current detection	MDIMCC	1 -- 2 years
Expand coverage of MTC detection	MDOT	1 -- 2 years
Explore innovative options	MDIMCC	1 -- 2 years
Effectively manage detection	MDIMCC	1 -- 2 years
Cooperative techniques	MDIMCC	1 -- 2 years
- Standard phone number (Call TRAFFIC - Get MEP)		
-- Appropriate use of 911, cellular, CB (Cellular 911 gets to Northville State Police)		
- Accurate specification of location (install 0.5 KM markers)		
Technology	MDOT	1 -- 2 years
-- Video detection		
-- Other		
Coordination of resources	MDIMCC	1 year
- Designated CB channel		
- Dedicated police phone number (land line)		
- Aerial surveillance such as WJR		
- Incident reporting, highway watch teams		
-- Abutting high-rise apartments and offices		

4.3 Response Enhancements

Table 4.3-1 lists the proposed enhancements for incident response.

Table 4.3- 1 Response enhancements

<i>Enhancements</i>	<i>Responsible Group</i>	<i>Suggested Time Frame</i>
Improve coordination with aerial surveillance such as WJR	MDIMCC	1 year
Encourage courtesy patrols such as planned AAA service on I-75, 4PM-midnight	MDIMCC	1 year
Consider freeway service patrols	MDIMCC	1 year
Determine if current response meets goals/objectives	MDIMCC	1 year
Improve communication among responders	MDIMCC	1 year
Determine if commercial pagers can improve coordination	MDIMCC	1 year
Examine mix of private/public tow truck operations	MDIMCC	6 months
Review tow contracts to tighten up response requirements	MDIMCC	6 months
Single emergency radio frequency	MDIMCC	6 months
Maintain ongoing interagency team	MDIMCC	6 months
Conduct post-incident reviews	MDIMCC	6 months
Provide training	MDIMCC	6 months

4.4 Removal Enhancements

Table 4.4-1 lists the proposed enhancements for incident removal.

Table 4.4-1 Removal enhancements

<i>Enhancements</i>	<i>Responsible Group</i>	<i>Suggested Time Frame</i>
Review standards/enforcement of private operations	MDIMCC	1 year
Encourage towing/courtesy patrol	MDIMCC	1 year
Standardize training	MDIMCC	1 year
Coordinate agencies at scene	MDIMCC	1 year
Pre-plan hazmat incidents	MDIMCC	1 year
Accident investigation sites	MDIMCC	1 year
Ordinance changes – Seek legislation and educate public to remove car from traffic lanes – Revise 48 hour limit for abandoned vehicles to 4 hours – Changes relative to coroner procedures	MDIMCC	1 year
Use Total Stations to obtain accident scene data	MSP	1 year
Use video and infrared photography at accident scenes	MSP	6 months -- 1 year
Expedite debris removal	MSP	6 months
Educate public	Metropolitan Detroit Incident Management (Coordinating Council (MDIMCC))	1 year

Note: In addition, the MDIMCC may develop its own methods of enhancing removal of incidents.

4.5 Information Dissemination

Table 4.5-1 lists the proposed enhancements for information dissemination.

Table 4.5 1 Information dissemination enhancements

<i>Enhancements</i>	<i>Responsible Group</i>	<i>Suggested Time Frame</i>
<p>Create a central clearinghouse for planned and unplanned closures and incidents, similar to MISS-DIG</p>	<p>MDIMCC</p>	<p>1 year</p>
<p>Contract with Traffic Advisory Services to provide messages for HAR</p>	<p>MITS</p>	<p>1 year</p>
<p>Plan a Multi-County-wide network (including cities, villages and townships), in which all agencies associated with police, fire, roadway and other government functions would have a common center. This center could connect the desired agencies on a common channel; the group size and makeup would be based on specific requirements. Most roadway incidents impact only one or two adjoining counties.</p>	<p>MDIMCC</p>	<p>1 year</p>
<p>Implement a county-wide net capable of interconnecting adjoining counties which would handle the vast majority of roadway incidents and could also be incrementally expanded.</p>	<p>MDIMCC</p>	<p>1 year</p>
<p>Expand use of the Law Enforcement Information Network (LEIN). This would allow non-police agencies access at a lower level and thus permit communication among these agencies via an existing channel. This proposal is currently being reviewed by MDOT and MSP. It may be available for use in October 1994.</p>	<p>MDIMCC</p>	<p>1 year</p>
<p>Extend network to permit communication to public information channels such as radio and commercial TV channels, newspapers and other media. Ultimately the same channel could be extended to in-vehicle communication.</p>	<p>MDIMCC</p>	<p>1 year</p>

4.6 Alternate Route Enhancements

Table 4.6-1 lists the proposed alternate route enhancements.

Table 4.6-1 Alternate route enhancements

<i>Enhancements</i>	<i>Responsible Group</i>	<i>Suggested Time Frame</i>
Identify candidate alternate routes for blockages at any point in network.	MDIMCC	6 months
Analyze alternate routes for feasibility	MDIMCC	6 months
Designate feasible alternate routes	MDIMCC	6 months
Publicize and sign alternate routes	MDIMCC	1 year

4.7 Alternate Route Selection Criteria

When a major incident occurs on a freeway, diversion of traffic to alternate routes may be required. To anticipate these events, a set of alternate route plans has been developed to cover locations where diversion may be necessary. This allows pre-planning so that disruption is minimized when traffic must be diverted.

The alternate routes have been selected as the best possible routes over which to divert traffic. Factors which were considered in designating alternate routes include:

Positive Factors

- o Proximity of alternate to closed freeway section
- o Ease of access to alternate route
- o Ease of re-entry to alternate route
- o Two or more traveled lanes
- o Adequate pavement conditions
- o Available fuel
- o Available rest stops
- o Available food facilities

Negative Factors

- o Number of signalized intersections
- o Number of unprotected left turns
- o Number of stop signs
- o Adjoining residential development
- o Intensity of development
- o Hospitals
- o Schools
- o Height and weight restrictions
- o Width restrictions
- o Turning restrictions (commercial vehicles)
- o Grades

Text describing the alternate routes is presented along with maps illustrating the route (See Appendix A). Personnel at the scene can use the maps in planning an emergency detour. The maps identify:

- o The section of freeway assumed closed
- o The primary alternate for passenger cars and normal commercial traffic
- o The primary alternate for over-dimensional vehicles (if available)
- o Locations of ramps to be closed
- o Locations where detour signs will be required.

In establishing alternate routes, freeways were preferred because of their greater capacity to accommodate diverted traffic. Due to the specific geometry in the I-75 corridor, viable freeway alternates exist south of Davison, i.e. I-10 with I-94 and the Davison serving as connectors. North of Davison, the parallelism ceases because the Lodge freeway (I-10) veers off to the northwest and west, while I-75 goes north. Furthermore, north of I-696, no convenient connectors exist. North of I-696, Woodward becomes a viable surface street alternate as it parallels I-75. However, to split the diverted traffic, separate N/B and S/B surface alternates were designated, i.e. Woodward SB and Mound N/B.

Tables 4.7-2 and 4.7-3 give proposed guidance on when and under what conditions, the alternate routes should be established.

Table 4.7-2 Proposed action levels

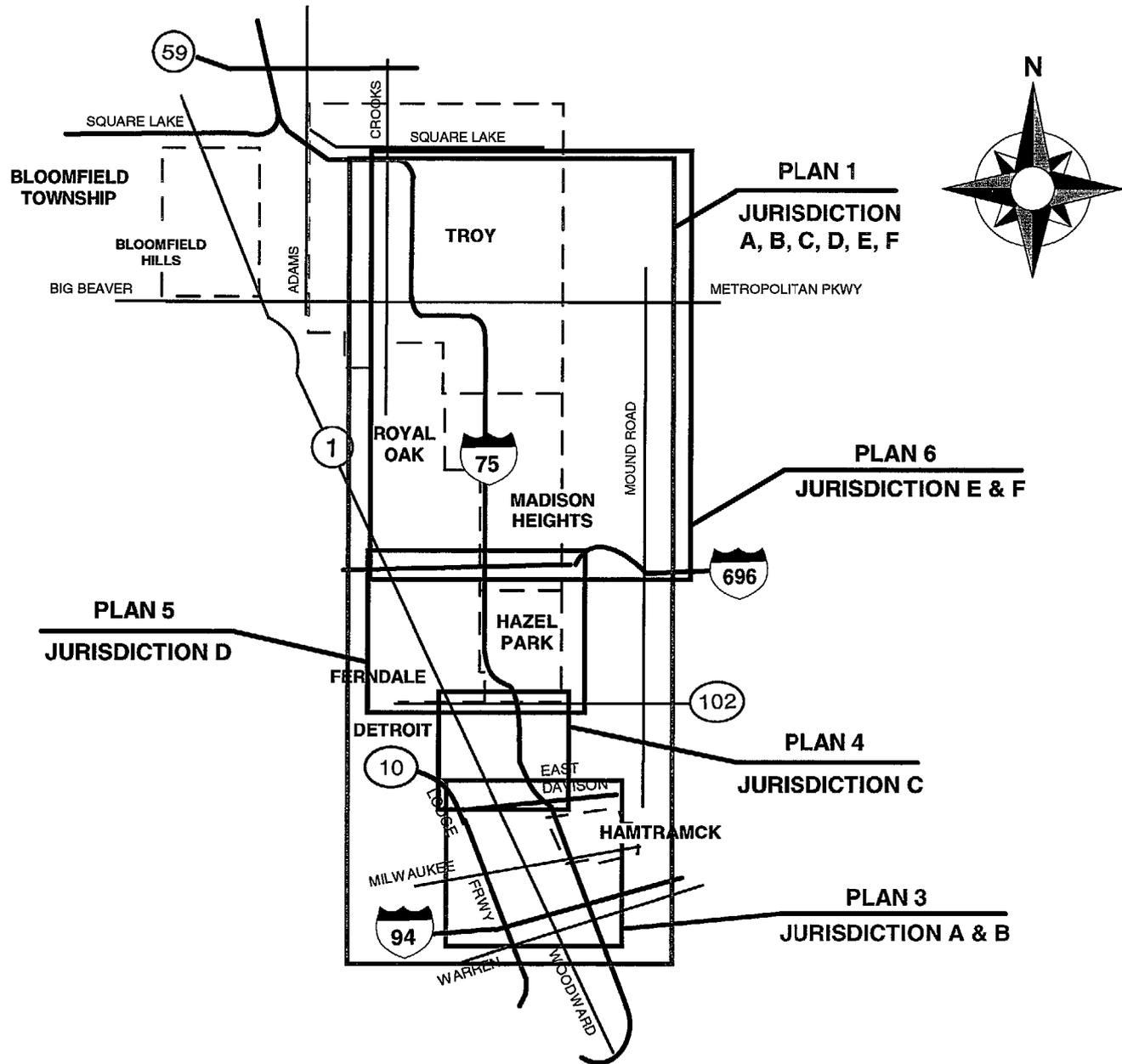
<i>Time of day</i>	<i>Incident Duration</i>	<i>One Lane Closed</i>	<i>Two Lanes Closed</i>	<i>Three Lanes Closed</i>	<i>Four Lanes Closed</i>
Midnight to 5 am	2 -- 4 Hours				Blue
	1 Hour		Blue	Green	Green
	> 4 Hours	Green	Green	Green	Yellow
5 am -- 11 am and 12 pm -- 8 pm	1 Hour	Blue	Green	Green	Red
	2 -- 4 Hours	Yellow	Orange	Orange	Red
11 am -- 2 pm and 8 pm -- Midnight	>4 Hours	Yellow	Orange	Orange	Red
	1 Hour	Blue	Green	Green	Orange
	2-4 Hours	Green	Yellow	Yellow	Orange
	> 4 Hours	Yellow	Orange	Orange	Orange

Table 4.7-3 Action level description

<i>Action</i>	<i>Description</i>
Blue	Alert affected agencies to possible severe incident
Green	Incident can be handled at local level
Yellow	Voluntary diversion of traffic is necessary
Orange	Mandatory diversion of traffic is necessary
Red	Long term diversion of traffic is necessary

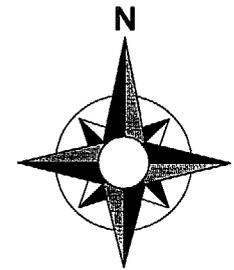
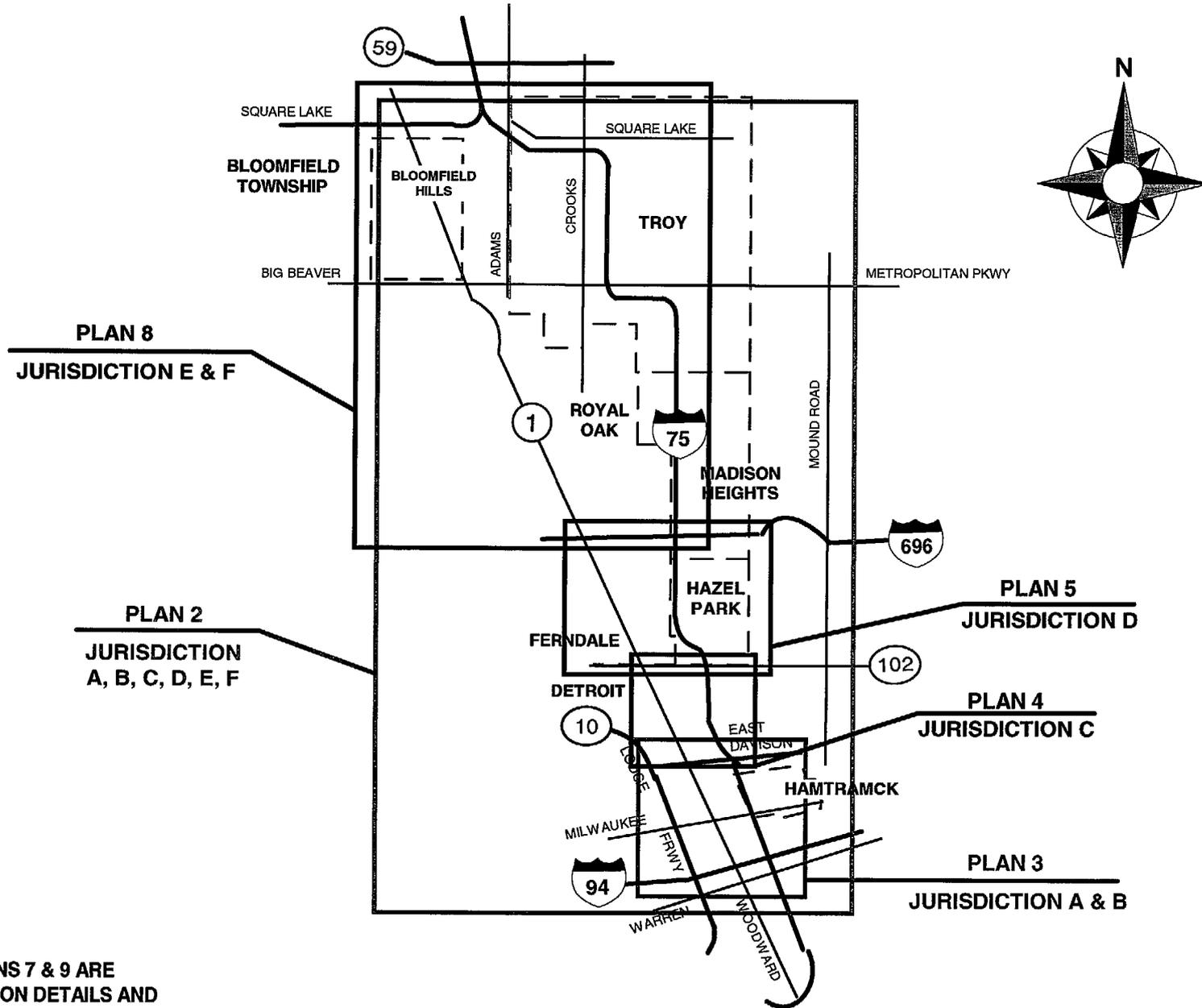
Appendix A
Alternate Route Plans

KEY MAP - N/B CLOSURES



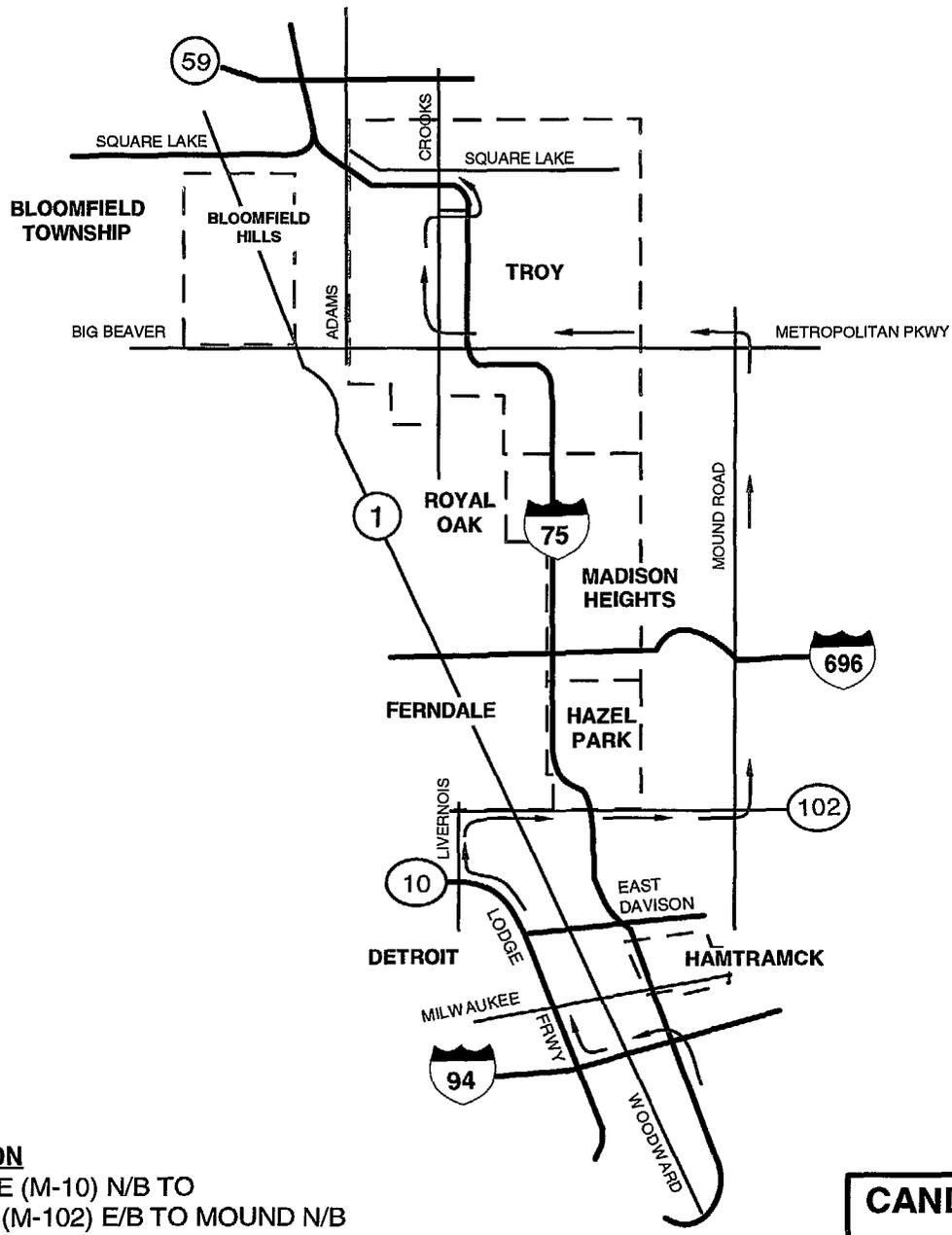
NOTE: PLANS 7 & 9 ARE INTERSECTION DETAILS AND DO NOT APPEAR ON KEY MAPS

KEY MAP - S/B CLOSURES



NOTE: PLANS 7 & 9 ARE
INTERSECTION DETAILS AND
DO NOT APPEAR ON KEY MAPS

I-75 N/B CLOSURE I-94 TO BIG BEAVER ROAD



ALTERNATE ROUTE DESCRIPTION

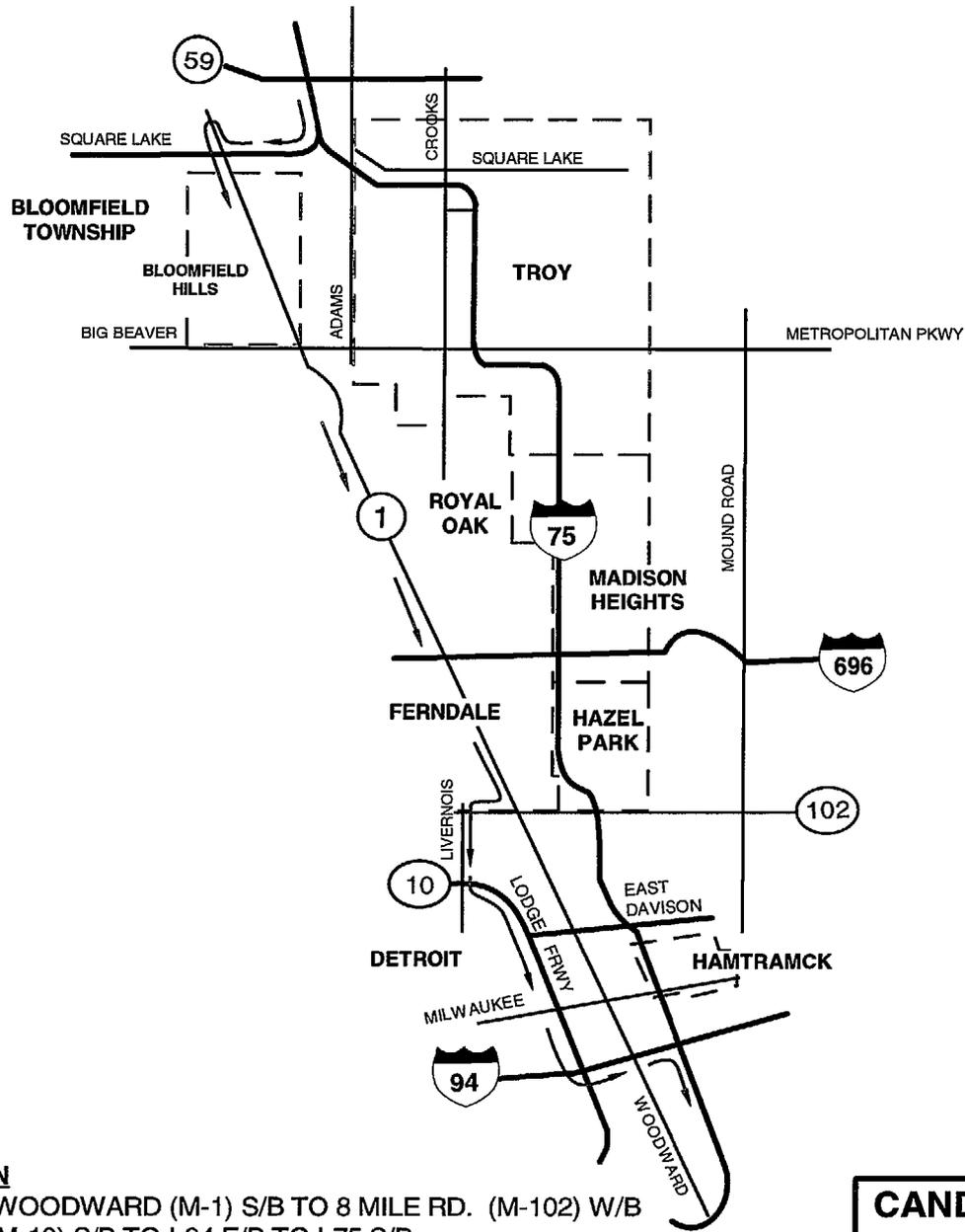
I-75 N/B TO I-94 W/B TO LODGE (M-10) N/B TO
 LIVERNOIS N/B TO 8 MILE RD. (M-102) E/B TO MOUND N/B
 MOUND N/B TO METRO PARKWAY W/B TO CROOKS N/B TO I-75 N/B

**CANDIDATE ALTERNATE ROUTE
 PLAN 1**

Emergency & Administrative Contacts (for Plan 1)

<i>Agency</i>	<i>Contact</i>	<i>Emergency Telephone</i>	<i>Administrative Telephone</i>	<i>Fax</i>
AAA Michigan Emergency Patrol AAA Michigan Emergency Patrol	Dispatch	800-332-0233 313-875-0104 OR Cellular *637	800-332-0233 313-875-0104	313-873-2085
Michigan DOT -- Lansing Michigan DOT (Metro District) Michigan Intelligent Transportation Systems Center (MITS)	Peter Basolo	517-373-2298 None None	517-373-2298 810-569-3993 313-256-9800	517-335-5951 810-569-3103 313-256-9036
Michigan State Police (MSP) Michigan State Police (Detroit) Michigan State Police (Pontiac)	Dispatch	810-380-1040 911 810-332-9133	313-256-2990 810-332-5200	313-348-1717 313-256-2930 810-332-3464
City of Detroit, Fire, EMS City of Detroit Police Metro Traffic	Dispatch	313-596-1601 911	313-596-1601 313-224-4400	
Wayne County Sheriff Oakland County Sheriff	Dispatch Dispatch	810-689-5100 313-942-2222 911	810-689-5100 313-224-2222 810-858-5000	810-689-9258 313-464-2810
Road Commission For Oakland County Wayne County Public Services	Dispatch Dispatch	810-858-4895 313-942-9920	810-645-2000 313-942-9920	810-645-6277 313-942-0639
City of Hamtramck -- Fire City of Hamtramck -- Police	Dispatch Dispatch	313-876-7777 911	313-876-7760 313-876-7800	313-876-7703 313-876-7804
City of Hazel Park -- Fire City of Hazel Park -- Police	Dispatch Dispatch	810-542-6000 810-542-6161	810-546-4086 810-542-6161	810-546-4084 810-546-4084
City of Madison Hts -- Fire City of Madison Hts -- Police	Dispatch Dispatch	911 911	810-588-3605 810-585-2100	810-585-3604 810-585-9049
City of Troy -- Fire City of Troy -- Police	Dispatch Dispatch	911 911	810-524-3419 810-524-3477	810-689-7520(Fire) 810-524-1503
City of Royal Oak -- Fire City of Royal Oak -- Police	Dispatch Dispatch	911 810-546-1500	810-546-7811 810-546-1500	810-546-1546 810-546-1549
City of Ferndale -- Fire City of Ferndale -- Police	Dispatch Dispatch	810-541-3600 911	810-541-2510 810-546-2388	810-546-2369 810-541-2836

I-75 S/B CLOSURE SQUARE LAKE TO I-94



ALTERNATE ROUTE DESCRIPTION

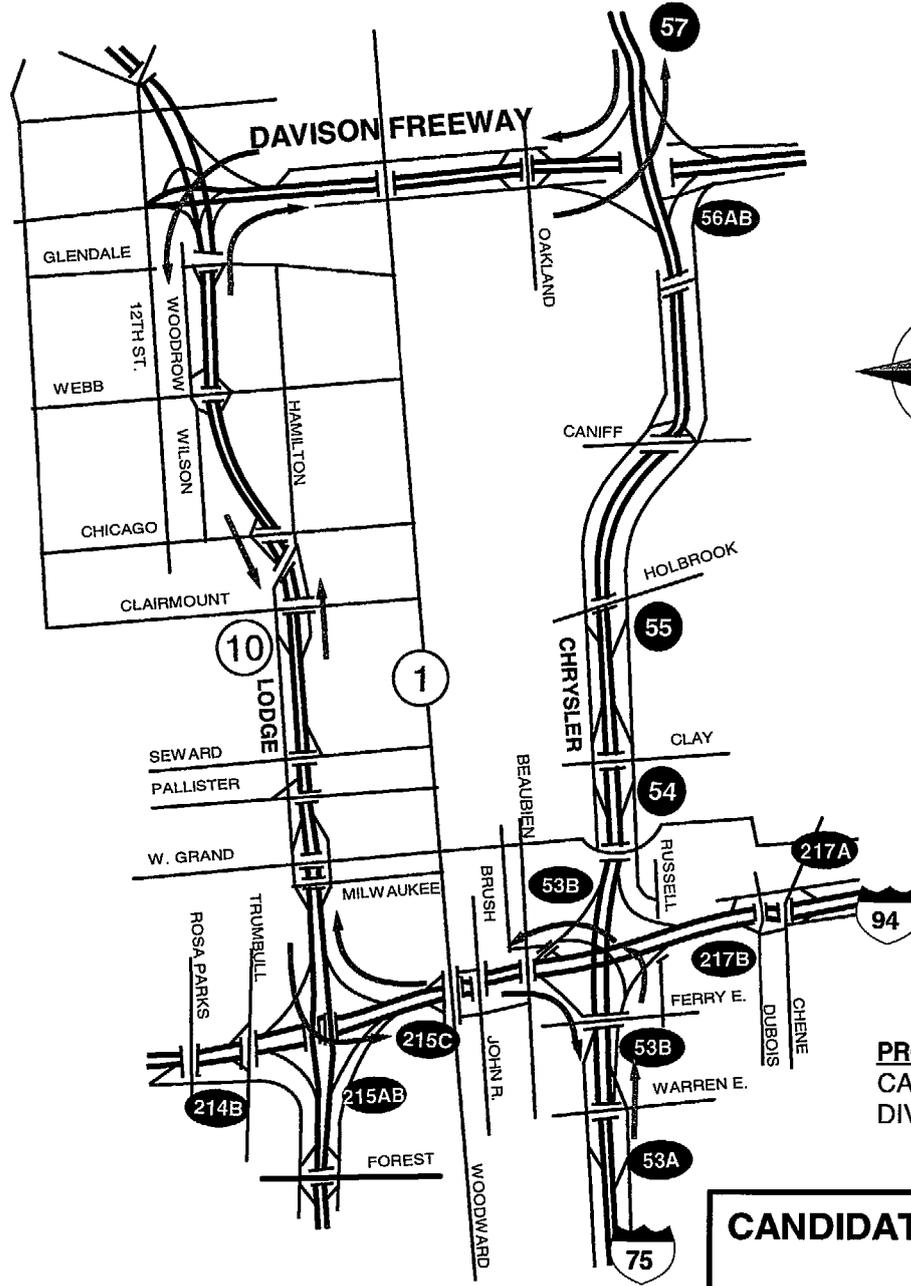
BL-75 (SQUARE LAKE) W/B TO WOODWARD (M-1) S/B TO 8 MILE RD. (M-102) W/B TO LIVERNOIS S/B TO LODGE (M-10) S/B TO I-94 E/B TO I-75 S/B

**CANDIDATE ALTERNATE ROUTE
PLAN 2**

Emergency & Administrative Contacts (continued)

Agency	Contact	Emergency Telephone	Administrative Telephone	Fax
AAA Michigan Emergency Patrol	Dispatch	800-332-0233	800-332-0233	313-873-2085
AAA Michigan Emergency Patrol		313-875-0104 OR Cellular *637	313-875-0104	
Michigan DOT -- Lansing	Peter Basolo	517-373-2298	517-373-2298	517-335-5951
Michigan DOT (Metro District)		None	810-569-3993	810-569-3103
Michigan Intelligent Transportation Systems Center (MITS)		None	313-256-9800	313-256-9036
Michigan State Police (MSP)	Dispatch	810-380-1040		313-348-1717
Michigan State Police (Detroit)		911	313-256-2990	313-256-2930
Michigan State Police (Pontiac)		810-332-9133	810-332-5200	810-332-3464
City of Detroit, Fire, EMS	Dispatch	313-596-1601	313-596-1601	
City of Detroit Police		911	313-224-4400	
Metro Traffic	Dispatch	810-689-5100	810-689-5100	810-689-9258
Wayne County Sheriff	Dispatch	313-942-2222	313-224-2222	313-464-2810
Oakland County Sheriff	Dispatch	911	810-858-5000	
Road Commission For Oakland County	Dispatch	810-858-4895	810-645-2000	810-645-6277
Wayne County Public Services	Dispatch	313-942-9920	313-942-9920	313-942-0639
City of Hamtramck -- Fire	Dispatch	313-876-7777	313-876-7760	313-876-7703
City of Hamtramck -- Police	Dispatch	911	313-876-7800	313-876-7804
City of Hazel Park -- Fire	Dispatch	810-542-6000	810-546-4086	810-546-4084
City of Hazel Park -- Police	Dispatch	810-542-6161	810-542-6161	810-546-4084
City of Madison Hts -- Fire	Dispatch	911	810-588-3605	810-585-3604
City of Madison Hts -- Police	Dispatch	911	810-585-2100	810-585-9049
City of Troy -- Fire	Dispatch	911	810-524-3419	810-689-7520(Fire)
City of Troy -- Police	Dispatch	911	810-524-3477	810-524-1503
City of Royal Oak -- Fire	Dispatch	911	810-546-7811	810-546-1546
City of Royal Oak -- Police	Dispatch	810-546-1500	810-546-1500	810-546-1549
City of Ferndale -- Fire	Dispatch	810-541-3600	810-541-2510	810-546-2369
City of Ferndale -- Police	Dispatch	911	810-546-2388	810-541-2836

I-75 N/B OR S/B CLOSURE I-94 TO DAVISON FREEWAY



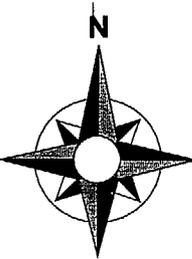
ALTERNATE ROUTE DESCRIPTION

NORTHBOUND

I-94 W/B TO M-10 N/B TO DAVISON E/B
TO I-75 N/B

SOUTHBOUND

DAVISON W/B TO M-10 S/B TO I-94 E/B
TO I-75 S/B



PROPOSED SIGNING

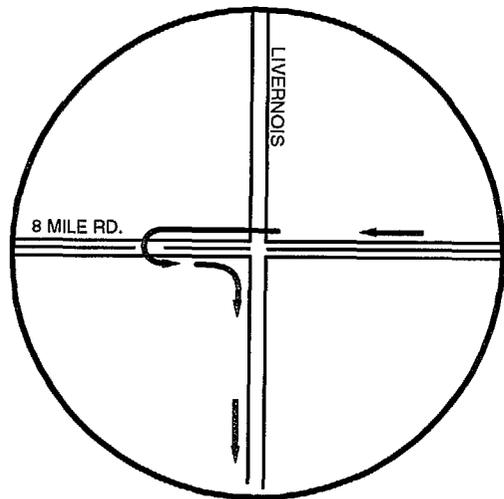
CARS ONLY
DIVERT TO I-94 / I-10 / DAVISON

**CANDIDATE ALTERNATE ROUTE
PLAN 3**

Emergency & Administrative Contacts (for Plan 3)

Agency	Contact	Emergency Telephone	Administrative Telephone	Fax
AAA Michigan Emergency Patrol	Dispatch	800-332-0233	800-332-0233	313-873-2085
AAA Michigan Emergency Patrol		313-875-0104 OR Cellular *637	313-875-0104	
Michigan DOT -- Lansing	Peter Basolo	517-373-2298	517-373-2298	517-335-5951
Michigan DOT (Metro District)		None	810-569-3993	810-569-3103
Michigan Intelligent Transportation Systems Center (MITS)		None	313-256-9800	313-256-9036
Michigan State Police (MSP)	Dispatch	810-380-1040		313-348-1717
Michigan State Police (Detroit)		911	313-256-2990	313-256-2930
Michigan State Police (Pontiac)		810-332-9133	810-332-5200	810-332-3464
City of Detroit, Fire, EMS	Dispatch	313-596-1601	313-596-1601	
City of Detroit Police		911	313-224-4400	
Metro Traffic	Dispatch	810-689-5100	810-689-5100	810-689-9258
Wayne County Sheriff	Dispatch	313-942-2222	313-224-2222	313-464-2810
Wayne County Public Services	Dispatch	313-942-9920	313-942-9920	313-942-0639

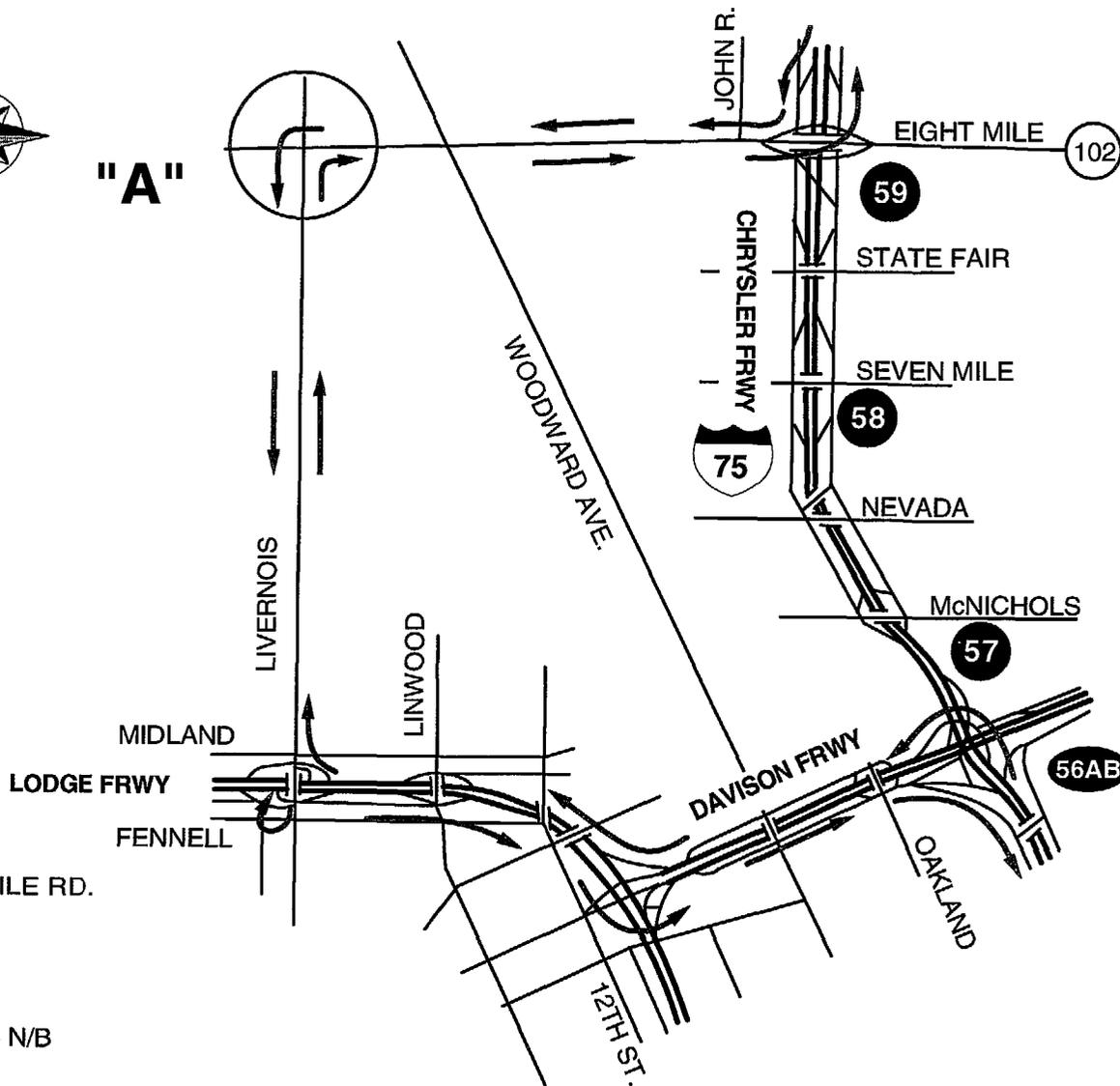
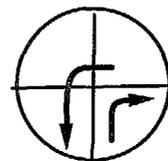
I-75 N/B OR S/B CLOSURE DAVISON FREEWAY TO 8 MILE ROAD (M-102)



DETAIL "A"



"A"



PROPOSED SIGNING

CARS ONLY

DIVERT TO DAVISON / LODGE / LIVERNOIS / 8 MILE RD.

ALTERNATE ROUTE DESCRIPTION

NORTHBOUND

DAVISON W/B TO LODGE (M-10) N/B TO LIVERNOIS N/B
TO 8 MILE ROAD (M-102) E/B TO I-75 N/B

SOUTHBOUND

8 MILE ROAD (M-102) W/B TO LIVERNOIS S/B TO LODGE (M-10) S/B
TO DAVISON E/B TO I-75 S/B

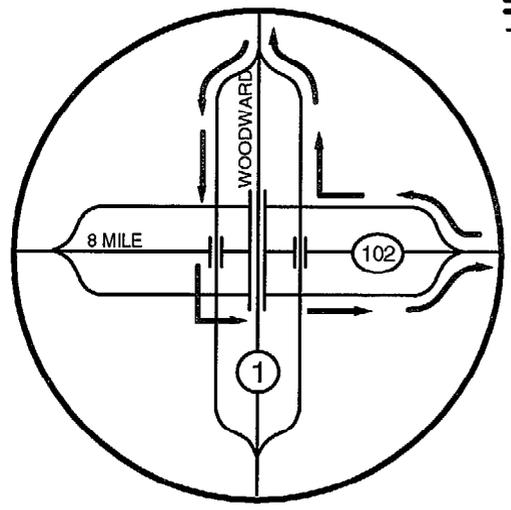
**CANDIDATE ALTERNATE ROUTE
PLAN 4**

Emergency & Administrative Contacts (for Plan 4)

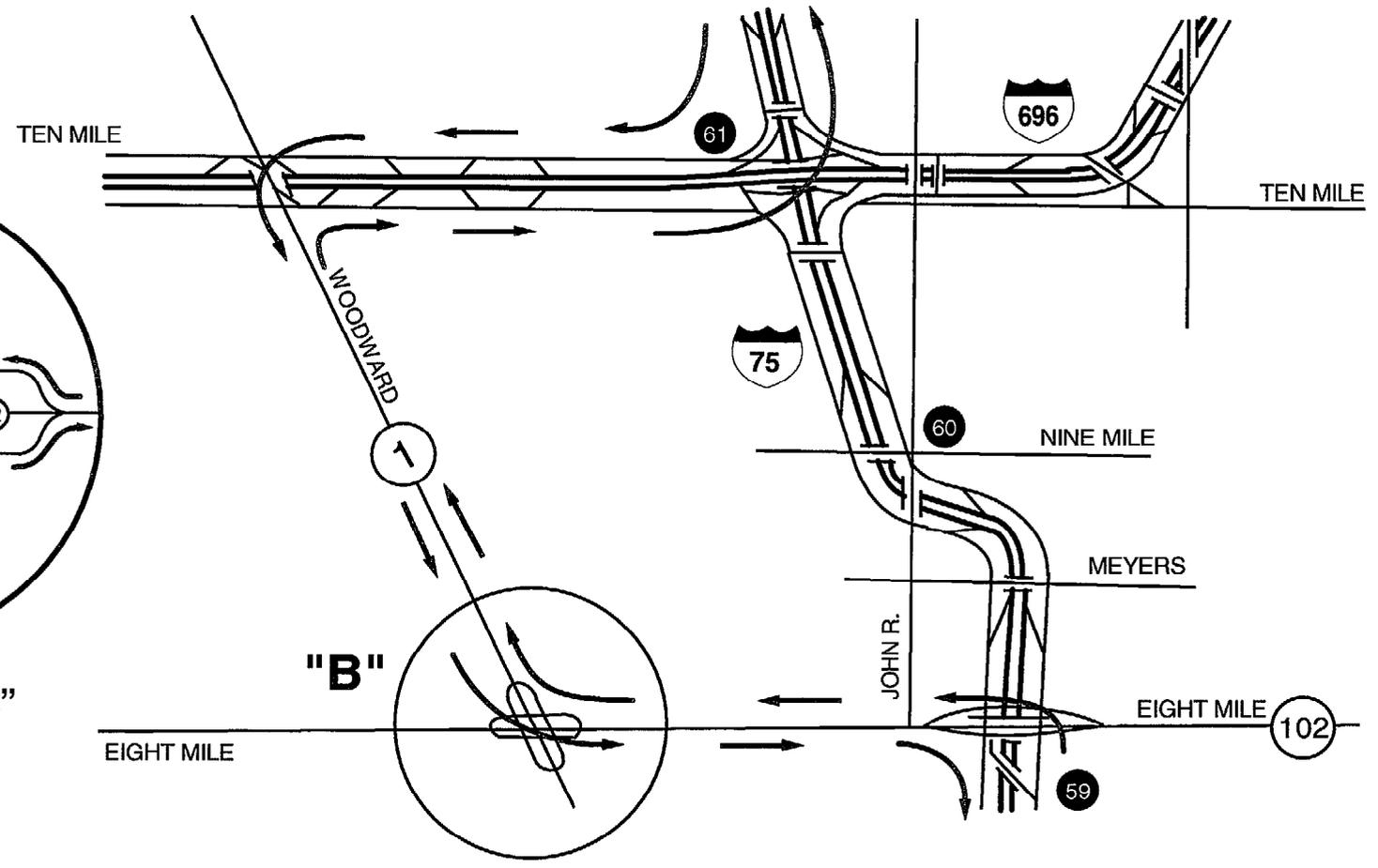
<i>Agency</i>	<i>Contact</i>	<i>Emergency Telephone</i>	<i>Administrative Telephone</i>	<i>Fax</i>
AAA Michigan Emergency Patrol	Dispatch	800-332-0233	800-332-0233	313-873-2085
AAA Michigan Emergency Patrol		313-875-0104 OR Cellular *637	313-875-0104	
Michigan DOT -- Lansing	Peter Basolo	517-373-2298	517-373-2298	517-335-5951
Michigan DOT (Metro District)		None	810-569-3993	810-569-3103
Michigan Intelligent Transportation Systems Center (MITS)		None	313-256-9800	313-256-9036
Michigan State Police (MSP)	Dispatch	810-380-1040		313-348-1717
Michigan State Police (Detroit)		911	313-256-2990	313-256-2930
Michigan State Police (Pontiac)		810-332-9133	810-332-5200	810-332-3464
City of Detroit, Fire, EMS	Dispatch	313-596-1601	313-596-1601	
City of Detroit Police		911	313-224-4400	
Metro Traffic	Dispatch	810-689-5100	810-689-5100	810-689-9258
Wayne County Sheriff	Dispatch	313-942-2222	313-224-2222	313-464-2810
Wayne County Public Services	Dispatch	313-942-9920	313-942-9920	313-942-0639
City of Hamtramck -- Fire	Dispatch	313-876-7777	313-876-7760	313-876-7703
City of Hamtramck -- Police	Dispatch	911	313-876-7800	313-876-7804
City of Hazel Park -- Fire	Dispatch	810-542-6000	810-546-4086	810-546-4084
City of Hazel Park -- Police	Dispatch	810-542-6161	810-542-6161	810-546-4084
City of Madison Hts -- Fire	Dispatch	911	810-588-3605	810-585-3604
City of Madison Hts -- Police	Dispatch	911	810-585-2100	810-585-9049
City of Troy -- Fire	Dispatch	911	810-524-3419	810-689-7520(Fire)
City of Troy -- Police	Dispatch	911	810-524-3477	810-524-1503
City of Royal Oak -- Fire	Dispatch	911	810-546-7811	810-546-1546
City of Royal Oak -- Police	Dispatch	810-546-1500	810-546-1500	810-546-1549
City of Ferndale -- Fire	Dispatch	810-541-3600	810-541-2510	810-546-2369
City of Ferndale -- Police	Dispatch	911	810-546-2388	810-541-2836

IMPLAN

I-75 N/B OR S/B CLOSURE I-696 TO 8 MILE ROAD (M-102)



DETAIL "B"



ALTERNATE ROUTE DESCRIPTION

NORTHBOUND

8 MILE ROAD (M-102) W/B TO WOODWARD (M-1) N/B TO I-696 E/B TO I-75 N/B

SOUTHBOUND

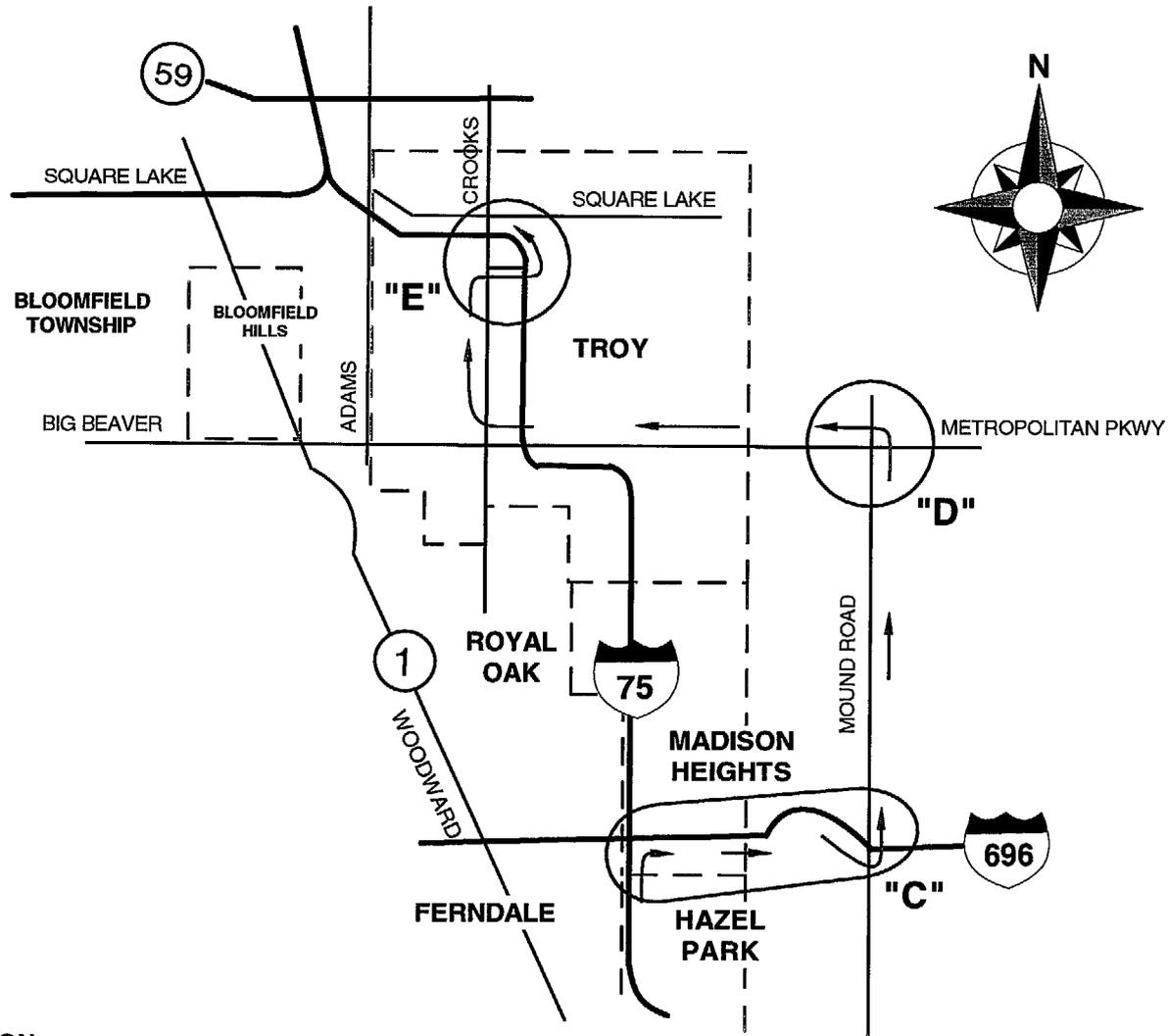
I-696 W/B TO WOODWARD (M-1) S/B TO 8 MILE ROAD (M-102) E/B TO I-75 S/B

**CANDIDATE ALTERNATE ROUTE
PLAN 5**

Emergency & Administrative Contacts (for Plan 5)

Agency	Contact	Emergency Telephone	Administrative Telephone	Fax
AAA Michigan Emergency Patrol	Dispatch	800-332-0233	800-332-0233	313-873-2085
AAA Michigan Emergency Patrol		313-875-0104 OR Cellular *637	313-875-0104	
Michigan DOT -- Lansing	Peter Basolo	517-373-2298	517-373-2298	517-335-5951
Michigan DOT (Metro District)		None	810-569-3993	810-569-3103
Michigan Intelligent Transportation Systems Center (MITS)		None	313-256-9800	313-256-9036
Michigan State Police (MSP)	Dispatch	810-380-1040		313-348-1717
Michigan State Police (Detroit)		911	313-256-2990	313-256-2930
Michigan State Police (Pontiac)		810-332-9133	810-332-5200	810-332-3464
City of Detroit, Fire, EMS	Dispatch	313-596-1601	313-596-1601	
City of Detroit Police		911	313-224-4400	
Metro Traffic	Dispatch	810-689-5100	810-689-5100	810-689-9258
Wayne County Sheriff	Dispatch	313-942-2222	313-224-2222	313-464-2810
Oakland County Sheriff	Dispatch	911	810-858-5000	
Road Commission For Oakland County	Dispatch	810-858-4895	810-645-2000	810-645-6277
Wayne County Public Services	Dispatch	313-942-9920	313-942-9920	313-942-0639
City of Hazel Park -- Fire	Dispatch	810-542-6000	810-546-4086	810-546-4084
City of Hazel Park -- Police	Dispatch	810-542-6161	810-542-6161	810-546-4084
City of Madison Hts -- Fire	Dispatch	911	810-5883605	810-585-3604
City of Madison Hts -- Police	Dispatch	911	810-585-2100	810-585-9049

I-75 N/B CLOSURE I-696 TO CROOKS ROAD

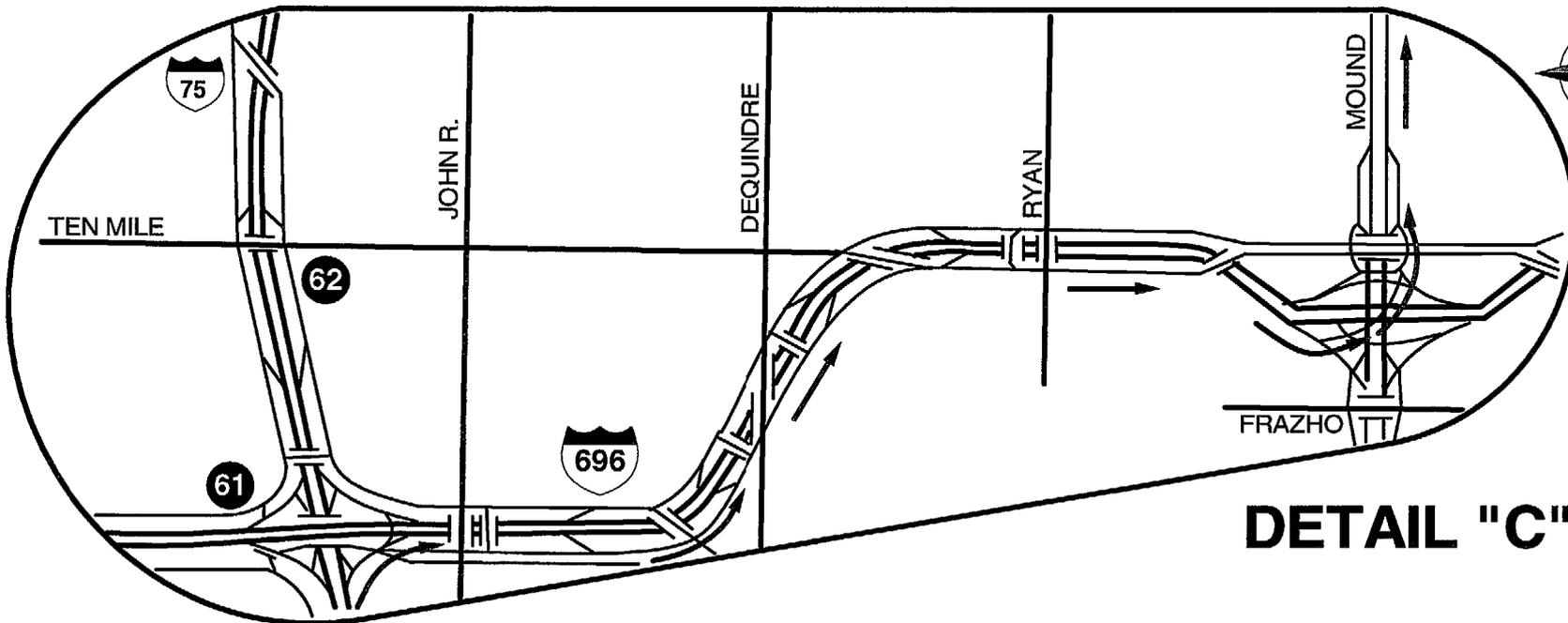


ALTERNATE ROUTE DESCRIPTION

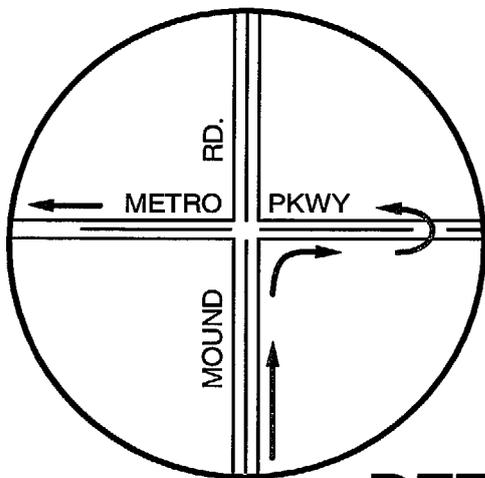
I-75 N/B TO I-696 E/B TO MOUND ROAD N/B
TO METRO PARKWAY W/B TO CROOKS N/B TO I-75 N/B

SEE PLAN 7 FOR INTERSECTION DETAILS

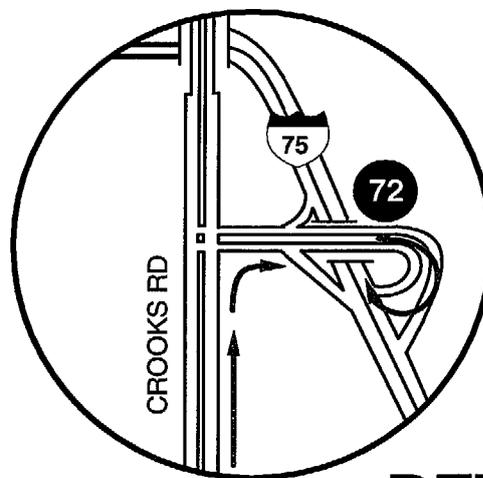
**CANDIDATE ALTERNATE ROUTE
PLAN 6**



DETAIL "C"



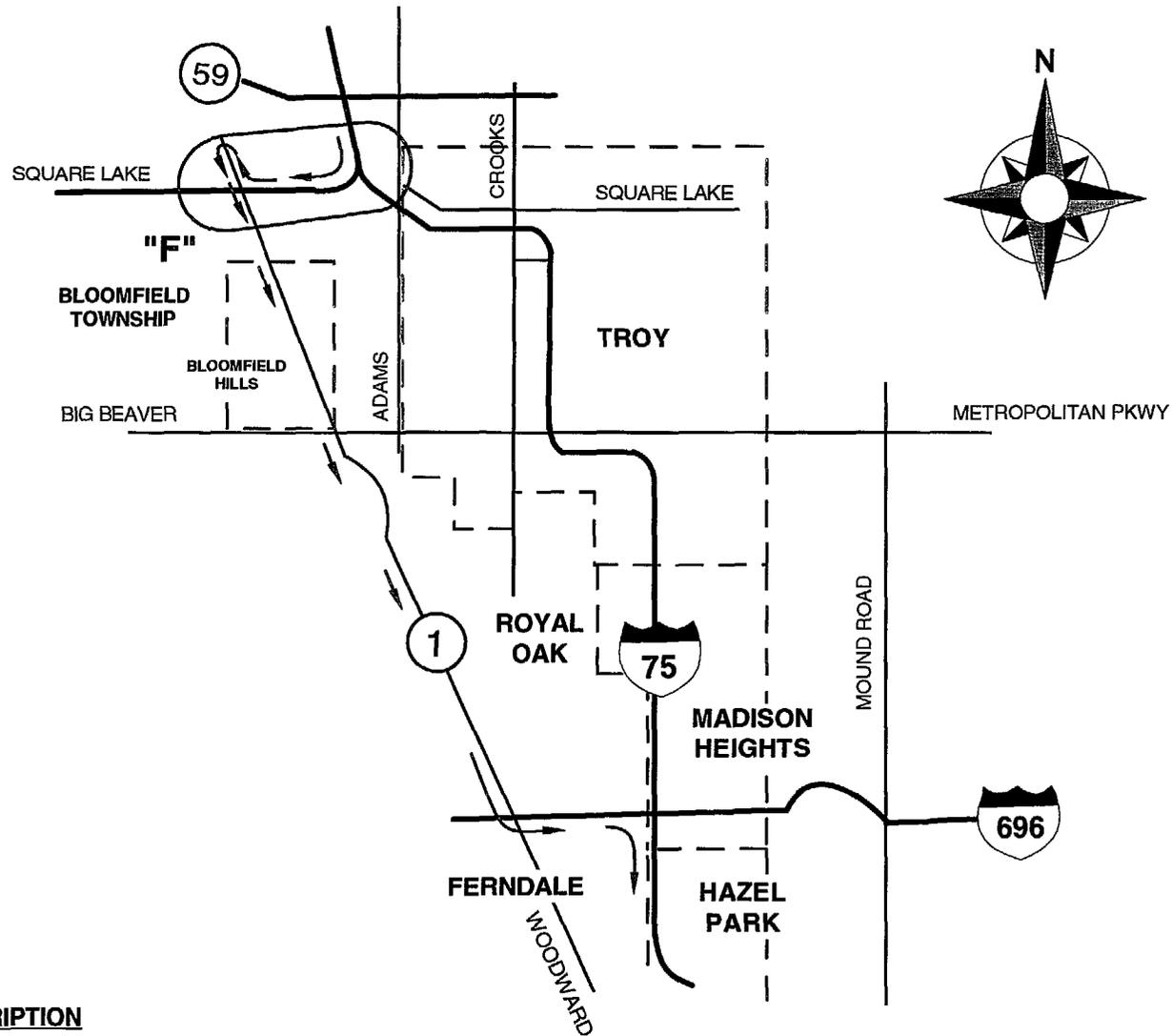
DETAIL "D"



DETAIL "E"

**INTERSECTION DETAILS
PLAN 7**

I-75 S/B CLOSURE CROOKS ROAD TO I-696



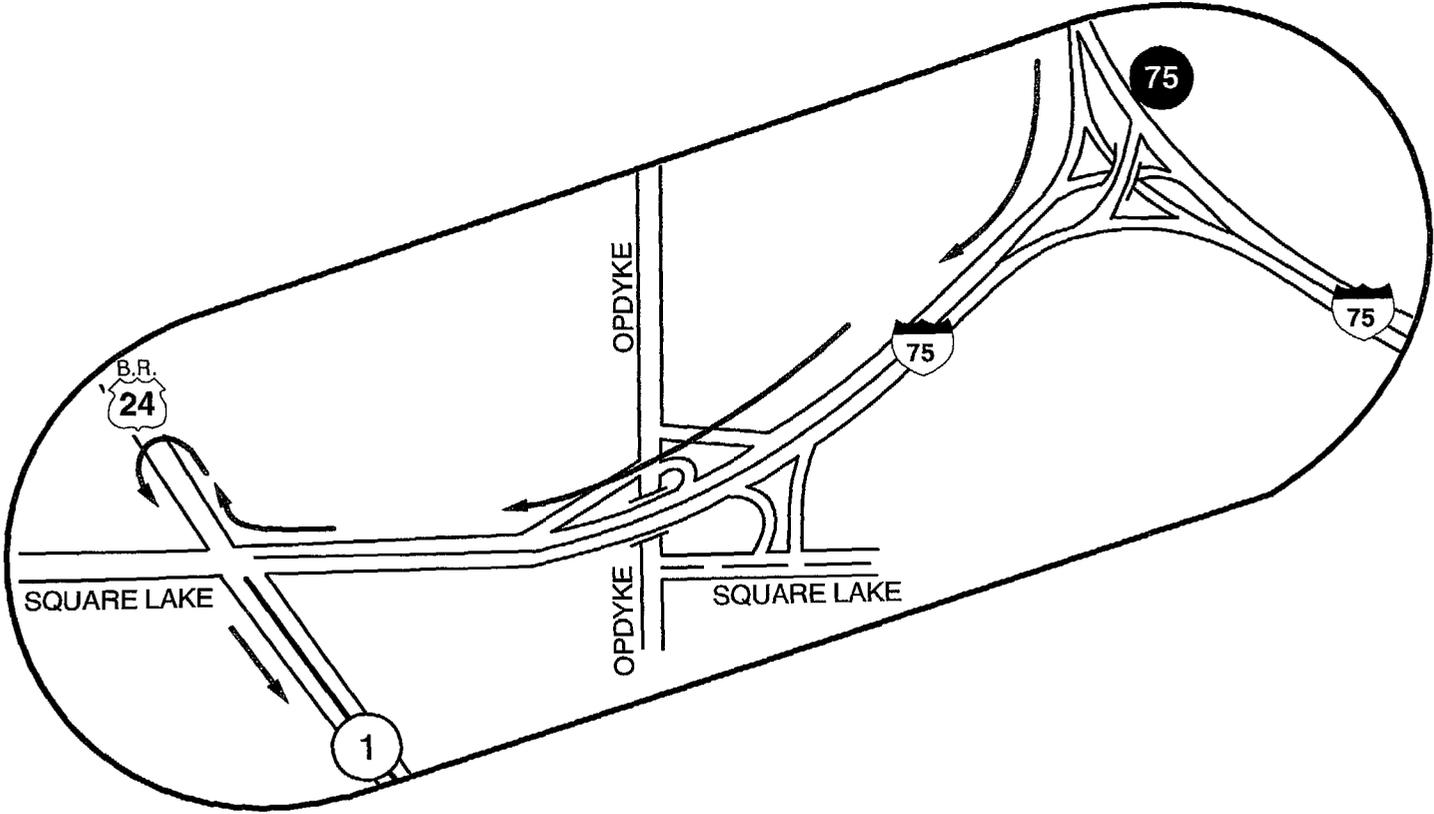
ALTERNATE ROUTE DESCRIPTION

I-75 S/B TO SQUARE LAKE W/B TO WOODWARD (M-1) S/B
TO I-696 E/B TO I-75 S/B

SEE PLAN 9 FOR INTERSECTION DETAIL "F"

**CANDIDATE ALTERNATE ROUTE
PLAN 8**

DETAIL "F"



**INTERSECTION DETAIL
PLAN 9**

Appendix B

Draft Procedure Control and Responsibilities on Metro Interstate Highways

Note: This procedure has not yet been endorsed by affected state agencies.

Source: *Peter Basolo
Emergent y Management Coordinator*

INCIDENT MANAGEMENT

1. Two state agencies have full control and responsibilities related to Incident Management on Metro Interstate highways.
2. Each is responsible for coordinating corresponding local government agencies.

MICHIGAN DEPARTMENT OF TRANSPORTATION

As the owner and operator of the State Trunkline system, the Michigan Department of Transportation will:

1. Provide equipment and personnel for debris clearance, traffic control (detouring and barricading), and heavy rescue.
2. Coordinate emergency traffic control measures, including road closures, in cooperation with the State Police.
3. Repair roads, bridges, drains, and traffic control signs/devices on the Interstate right of way.
4. Provide the MSP with emergency call list of appropriate road agencies.
5. Provide contractor road agencies with emergency call list of MDOT district administrators.
6. Train contractor road agencies in their operational responsibilities to Interstate incidents.
7. Establish and sign detours where possible to facilitate more efficient management of the traffic flow.
8. Encourage local government road agencies to coordinate closely with local law enforcement agencies in planning, notification and response to interstate related incidents.

MICHIGAN STATE POLICE

Primary law enforcement agency on metro Interstate highways.

1. Receive reports of any incidents interfering with the traffic flow.
2. Maintain notification lists of support agencies and services to include:
 - a. Road agencies
 - b. Ambulance services
 - c. Fire departments
 - d. Local law enforcement agencies
 - e. Wrecker services
3. Coordinate the response and operation activities of activated agencies at the scene.
4. Assist road agencies in controlling traffic and providing scene security.
5. Assist in rescue operations.
6. Take whatever other appropriate actions that are reasonably necessary to restore the Interstate to normal driving conditions.

AMBULANCE SERVICE

Responsible for responding with ambulance service to incidents on the Metro Interstate system.

1. Maintain emergency notification list with MSP.
2. Dispatch ambulances and crews as requested.

3. Coordinate emergency medical assistance at the scene with the responsible official in charge.

FIRE SERVICE

In accordance with Act 207:

1. Maintain emergency call list with the Michigan State Police.
2. Determine emergency measures needed to abate the hazard.

WRECKER SERVICE

Provide emergency wrecker service at the scene of the Incident on a Metro Interstate.

1. Maintain emergency call list at the Michigan State Police.
2. Dispatch appropriate wrecker service upon request to the scene of the incident.
3. Coordinate the removal of vehicles with the responsible police or fire official at the scene.

Appendix C

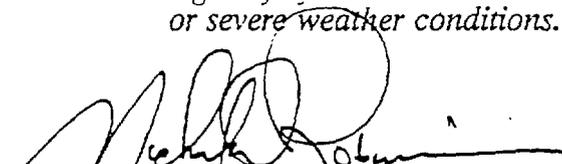
Procedures for Closure of State Trunkline Highways

Note: This Appendix is included as a reference for all agencies involved in the I-75 corridor.

**DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF STATE POLICE**

**PROCEDURES
FOR
CLOSURE OF
STATE TRUNKLINE HIGHWAYS**

This plan provides the authority, inter-department coordination, and specific assignments for official closures of the state mainline highway system within an area affected by an emergency/disaster or severe weather conditions.



Director
Department of State Police

Date: Aug. 6, 1993



Director
Department of Transportation

Date: AUG 6, 1993

Published and Distributed By:

Michigan State Police
Operations Section
Special Operations Division
(517) 336-6100

Michigan Department of Transportation
Emergency Management Section
Engineering Services Division
(517) 373-2298

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- Attachment I - Michigan Department of State Police Districts and Posts
- Attachment II - Regional Dispatch Centers - State Police
- Attachment III - Michigan Department of Transportation Districts
- Attachment IV & V - Contract Municipalities - MDOT

PROCEDURES FOR
CLOSURE OF STATE TRUNKLINE HIGHWAYS

I. PURPOSE

To provide a plan outlining procedures police agencies and road agencies will follow when closing state trunkline highways due to an emergency/disaster. The general nature of emergencies/disasters require prompt coordinated response and effective action.

II. AUTHORITY

A. The State Constitution and statutes establish the Michigan Department of Transportation (M.DOT) as the owner and operator of state highways/trunklines. This primary responsibility is not preempted by emergency/disaster conditions.

The Michigan Emergency Management Plan provides for emergency/disaster response operations within the state and includes the following responsibilities and functions of M.DOT applicable to road closures:

1. Provide equipment and personnel for clearance of debris, heavy rescue, and traffic control/barricading.
2. Coordinate emergency traffic control measures on state highways - trunklines including road closures, in cooperation with the Michigan Department of State Police.
3. Repair roads, bridges, drains and traffic control signs/devices on the state highway/trunkline system.
4. Coordinate emergency responses with the U.S. Department of Transportation for activities involving transportation including, limiting or restricting air, rail, water and vehicular traffic through a hazard area.

5. Provide supplemental communications capability.

B. State of Michigan Constitution of 1963, Section 28

"...There is hereby established a state highway commission, which shall administer the state highway department and have jurisdiction and control over all state trunkline and appurtenant facilities, and such other public works of the state, as provided by law..."

C. Official Highway Closures

The legal authority and responsibility of the State Transportation Commission for officially closing trunklines is found in Section 497 of the Penal Code, MCLA 750.497, which authorizes the closure of highways to ensure the public safety.

D. Police Agencies

The authority cited in the Michigan Motor Vehicle Code, Section 257.602 (MSA 9.2302), provides police agencies with the control of traffic when conditions exist that are hazardous to the traveling public, i.e., dangerous conditions requiring immediate actions for public safety, scenes of serious accidents, severely reduced visibility, extensive damage to roadways or flooding, etc. The "Fire Prevention Act," Act 207 Public Acts of 1941, Sections 29.1 to 29.25 of the "Michigan Compiled Laws" as amended by Act 3 of the Public Acts of 1978, requires all accidents or incidents involving hazardous materials to be reported to the State Fire Marshal. Actions taken will be determined by the State Fire Marshal in coordination with the responding fire or police department.

1. A temporary closure under police authority will be coordinated with the responsible road agency.
2. Incidents requiring a detour of traffic from the state highway system, will be coordinated with the Michigan Department of Transportation District Operations, Engineer, or the responsible Contract Road Agency, as soon as

possible, preferably prior to re-routing traffic to an alternate route.

III. EMERGENCY/DISASTER IDENTIFICATION

The need for closure of state trunkline highways may be necessary under any of the following conditions:

- A. Natural Disasters
 - . Flooding
 - Tornados and/or wind storms
 - . Ice and/or snow storms

- B. Nuclear Incidents
 - . Nuclear power plant incidents

- C. Technological Incidents
 - . Person-caused
 - . Hazardous materials
 - . Major transportation accidents
 - . Major fires
 - . Transportation facility failures

- D. National Security
 - . Civil defense
 - . Military action

- E. Major Traffic Incidents

IV. ORGANIZATION

A. State Police Districts

The Department of State Police is organized statewide into seven geographic districts (Attachment I). The following State Police Divisions are represented in

each district

State Police Divisions

Types of Emergencies/Disasters

Fire Marshal

Hazardous material incidents

Emergency Management

Natural disasters

Nuclear power plant incidents

National defense

Motor Carrier

Major truck-transportation accidents

Uniform

Police Response

State Police districts have duty officers available after normal working hours through a Regional Dispatch Center (See Attachment II).

B. M.DOT Districts

M.DOT administers its programs through nine district offices located throughout the state (Attachment III). The District Operations Engineers coordinate M.DOT's response to all emergencies/disasters in their respective districts. M.DOT "Emergency Response Call Lists" are maintained at State Police district offices, county road commission offices and M.DOT contract agencies so appropriate staff can be notified. Affected District Operations Engineers coordinate district emergency management activities with bridge personnel at the Mackinac, International and Blue Water Bridges.

V. POLICE RESPONSE PROCEDURES

When an incident occurs, police and/or fire services are normally the first to respond. They initially assess the situation and its scope, and determine whether additional assistance is needed. Other agencies may become involved depending on the nature of the incident. The police response procedures listed below should be followed:

- A. Incidents affecting trunkline highways should be reported to the involved road agency.
- B. Assistance should be requested under the following conditions:
 - 1. If the road closure will be for an extended period of time, generally two hours or more.
 - 2. If the incident requires a detour of traffic from the state trunkline highway system, the road agency is best prepared to re-route traffic over appropriate alternate routes by considering load limits, bridges, overpasses, or other limiting factors.
 - 3. If an incident allows for a decision concerning closure timing of state trunkline highways, it may be best to postpone state trunkline highway closures during peak hours. This closure postponement can only be considered, if vehicles are adequately removed from the traveled portion of the roadway and are not interfering with safe traffic flow.
 - 4. If state trunkline highway closure is due to severe weather conditions.

All closures of state trunkline highways are basically the same in procedure and responsibilities; however, severe weather conditions can involve a much larger closure area. These conditions require a greater degree of coordination between involved agencies and the public.

The decision to close state trunkline highways, the general area affected, and the anticipated length of time will be made jointly by the involved District State Police Commander and M.DOT District Operations Engineer.

An official bulletin will be prepared jointly by the involved District State Police Commander and M.DOT District Operations Engineer and released immediately to the news media. This announcement will state as precisely as possible the travel conditions and recommended actions to be followed by the motoring public.

VI. TASKS

A. Highway Maintenance Agencies:

1. Maintain updated "Emergency Management Response Call Lists" for law enforcement agencies.
2. Report emergency-related highway conditions to the corresponding level police agency on a continuous basis.
3. Prioritize responses with resources commensurate with the emergency conditions.
4. Maintain close communications and coordination with the affected police agency during the emergency.
5. Coordinate with other involved highway maintenance agencies.
6. Provide necessary signs, signals, and barricades at the designated road closure terminals.
7. Coordinate with M.DOT District Operations Engineer when state trunkline highways are involved.

B. Local Police Agencies will:

1. Report highway conditions to affected highway maintenance agency.
2. Immediately provide information to the State Police district office and other affected police agencies to ensure statewide coordination.

C. State Police - Receiving Posts will:

Continuously inform the District Office and the Special Operations Division, via

telephone, radio, or teletype of highway conditions for immediate release to the news media.

1. Post Commander or their representative(s) will maintain coordination with road agencies, sheriff departments, city and township police within the affected area and, where required, initiate and coordinate closure of highways. Alert and work with county/city emergency management directors concerning the possible need for shelters and rescue operations within the affected area.
2. District Headquarters will alert the district commander, emergency management coordinator, and traffic services officer.
3. District Commander or their representative will coordinate efforts with the Department of Transportation district operations engineer concerning road closures within the district. If adjoining districts are involved, coordination will be through the State Police Special Operations Division in East Lansing.
4. District Emergency Management Coordinator will assist post commander in coordination of rescue operations and sheltering of stranded persons through local emergency management director.
5. District Traffic Services Officers will assist the Department of Transportation district traffic and safety engineer, regarding safety requirements and plans for alternate routes within the district.
6. Special Operations Division in East Lansing will notify M.DOT's Emergency Management Coordinator in Lansing for statewide coordination of highway operations. This office will also compile updated road data to be distributed to news media via National Oceanic and Atmospheric Association (NOAA) weather wire, and broadcast to all affected police agencies via Law Enforcement Information Network (LEIN) system. Alert State Police Emergency Management Division Duty Officer.

D. Michigan Department of Transportation Personnel Responsibilities

Follow applicable procedures as provided in the "Emergency Management Response Call List (red book) .I

E. Michigan Department of Transportation, District Operations Engineer

1. Alert M.DOT district traffic & safety engineer for possible action.
2. Coordinate activities with the State Police District Commander.
3. Maintain communication with highway superintendents and contract county superintendents for up-to-date road condition assessments (Attachment IV & v).
4. Survey and assign district equipment, and request additional equipment from other M.DOT districts when required.
5. Coordinate emergency efforts with State Police District Commander on state trunkline highway closures, with supporting actions of state trunkline highway resources where requested.
6. Work with State Police in determining road closure terminals for affected highways within the district, and coordinate with adjacent M.DOT districts.
7. Activate district radio communications network for coordination of state trunkline highway equipment and operations.
8. Alert other M.DOT districts outside the emergency area of the possible need for their assistance to the affected area.
9. Contact and work with personnel, as necessary, from the Mackinac, Blue Water and International Bridges.

10. Notify and continuously update the M.DOT District Engineer, Deputy Director of the Bureau of Highways, and the Department Emergency Management Coordinator.

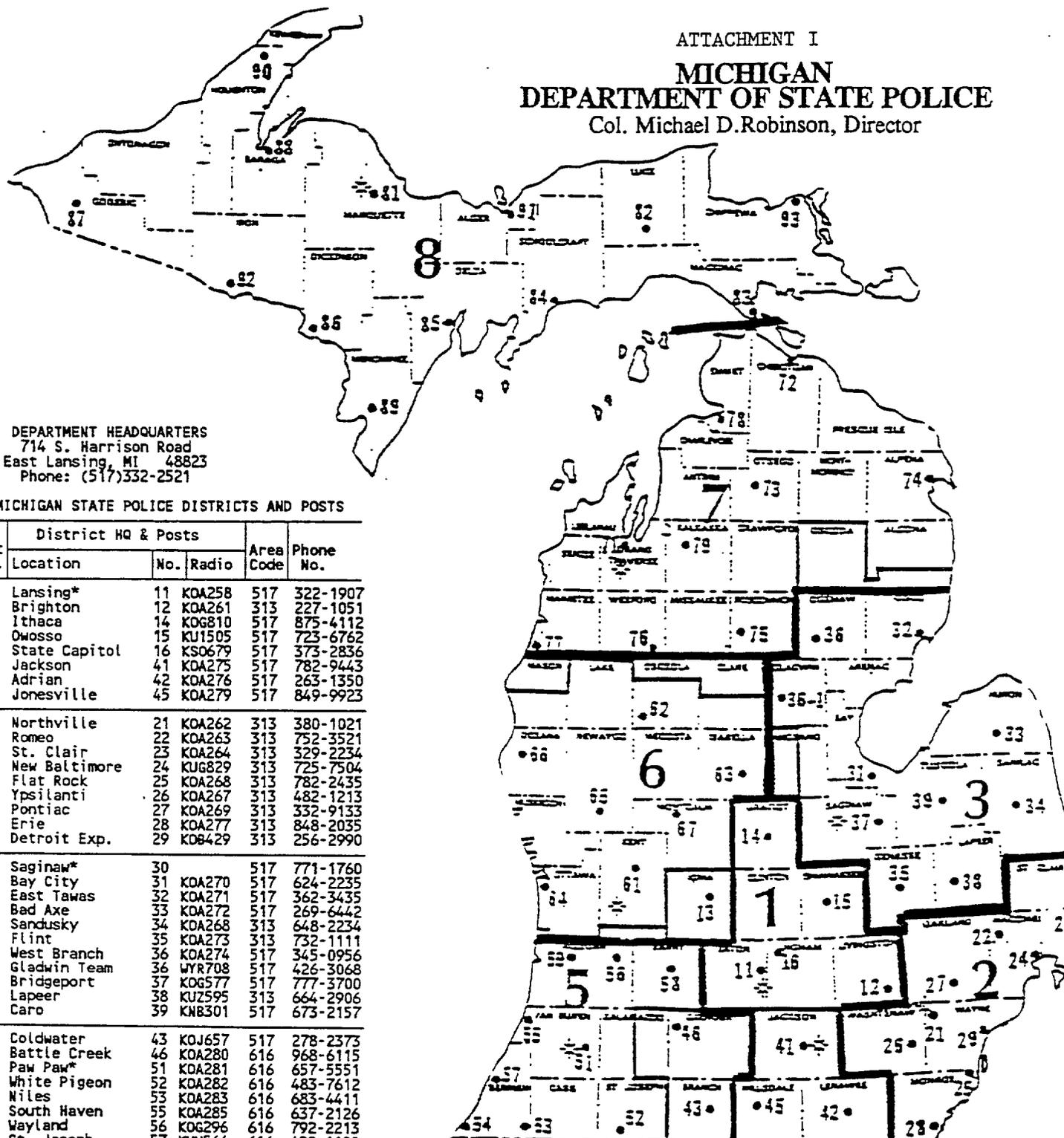
F. M.DOT Emergency Management Coordinator

1. Respond in accordance with the Department "Emergency Management Response Call List (red book)."
2. Coordinate with the State Police Special Operations Division and affected M.DOT districts to ensure an overall coordinated effort.

VII. RE-OPENING CLOSED HIGHWAYS (SEVERE WEATHER)

- A. Affected roadmaintenance agencies, M.DOT contract maintenance agencies and/or the Michigan Department of Transportation area superintendent(s), will report to the local State Police post when major highways within their area of responsibility can be re-opened.
- B. The State Police post will immediately report on road conditions to their district headquarters and State Police Special Operations Division.
- C. District officials (State Police and Michigan Department of Transportation) will coordinate re-opening of highways within the district and with State Police Special Operations Division to ensure major highways are opened throughout the entire emergency area.
- D. State Police Special Operations Division will compile information on road conditions and re-opening of closed highways. Informational data will be submitted to the news media via NOAA Weather Wire and LEIN and broadcast to all affected police agencies.

ATTACHMENT I
MICHIGAN
DEPARTMENT OF STATE POLICE
 Col. Michael D. Robinson, Director



DEPARTMENT HEADQUARTERS
 714 S. Harrison Road
 East Lansing, MI 48823
 Phone: (517)332-2521

MICHIGAN STATE POLICE DISTRICTS AND POSTS

Dist No.	District HQ & Posts		Area Code	Phone No.
	Location	No. Radio		
1	Lansing*	11 KOA258	517	322-1907
	Brighton	12 KOA261	517	227-1051
	Ithaca	14 KOG810	517	875-4112
	Owosso	15 KUI505	517	723-6762
	State Capitol	16 KSO679	517	373-2836
	Jackson	41 KOA275	517	782-9443
	Adrian	42 KOA276	517	263-1350
2	Jonesville	45 KOA279	517	849-9923
	Northville	21 KOA262	313	380-1021
	Romeo	22 KOA263	313	752-3521
	St. Clair	23 KOA264	313	329-2234
	New Baltimore	24 KUG829	313	725-7504
	Flat Rock	25 KOA268	313	782-2435
	Ypsilanti	26 KOA267	313	482-1213
3	Pontiac	27 KOA269	313	332-9133
	Erie	28 KOA277	313	848-2035
	Detroit Exp.	29 KOA429	313	256-2990
	Saginaw*	30	517	771-1760
	Bay City	31 KOA270	517	624-2235
	East Tawas	32 KOA271	517	362-3435
	Bad Axe	33 KOA272	517	269-6442
4	Sandusky	34 KOA268	313	648-2234
	Flint	35 KOA273	313	732-1111
	West Branch	36 KOA274	517	345-0956
	Gladwin Team	36 WYR708	517	426-3068
	Bridgeport	37 KOG577	517	777-3700
	Lapeer	38 KUZ595	313	664-2906
	Caro	39 KNB301	517	673-2157
5	Coldwater	43 KOJ657	517	278-2373
	Battle Creek	46 KOA280	616	968-6115
	Paw Paw*	51 KOA281	616	657-5551
	White Pigeon	52 KOA282	616	483-7612
	Niles	53 KOA283	616	683-4411
	South Haven	55 KOA285	616	637-2126
	Wayland	56 KOG296	616	792-2213
6	St. Joseph	57 KJU566	616	429-1180
	Hastings	58 KOA284	616	948-8283
	Ionia	13	616	527-3600
	Grand Rapids*	60	616	784-8362
	Rockford	61 KOA286	616	866-4411
	Reed City	62 KOA287	616	832-2222
	Mt. Pleasant	63 KOA288	517	773-5952
7	Grand Haven	64 KOA289	616	842-2101
	Newaygo	65 KOG964	616	652-1662
	Hart	66 KJK774	616	873-2572
	Lakeview	67 KYN308	517	352-8445
	Traverse City*	71 KOA290	616	946-6647
	Cheboygan	72 KOA291	616	627-9974
	Gaylord	73 KOA292	517	732-5141
8	Alpena	74 KOA293	517	356-0114
	Houghton Lake	75 KOA932	517	422-5103
	Cadillac	76 KOA260	616	775-2522
	Manistee	77 KOA296	616	723-3536
	Petoskey	78 KOG525	616	347-8102
	Kalkaska Team	79 KO0756	616	258-4112

MICHIGAN STATE POLICE DISTRICTS AND POSTS

Dist No.	District HQ & Posts		Area Code	Phone No.
	Location	No. Radio		
8	Negaunee*	81 KOA297	906	475-7831
	Newberry	82 KOA298	906	293-5152
	St. Ignace	83 KOA259	906	643-8383
	Manistique	84 KOA299	906	341-6218
	Gladstone	85 KOA300	906	428-4412
	Iron Mountain	86 KOA301	906	774-2122
	Wakefield	87 KOA295	906	224-9601
	L'Anse	88 KOA302	906	524-6162
	Stephenson	89 KOG526	906	753-2276
	Calumet	90 KOG527	906	337-5145
	Mumising	91 KOG977	906	387-4551
	Iron River	92 KJP273	906	265-2034
	Sault Ste. Marie	93 KBG775	906	632-2216

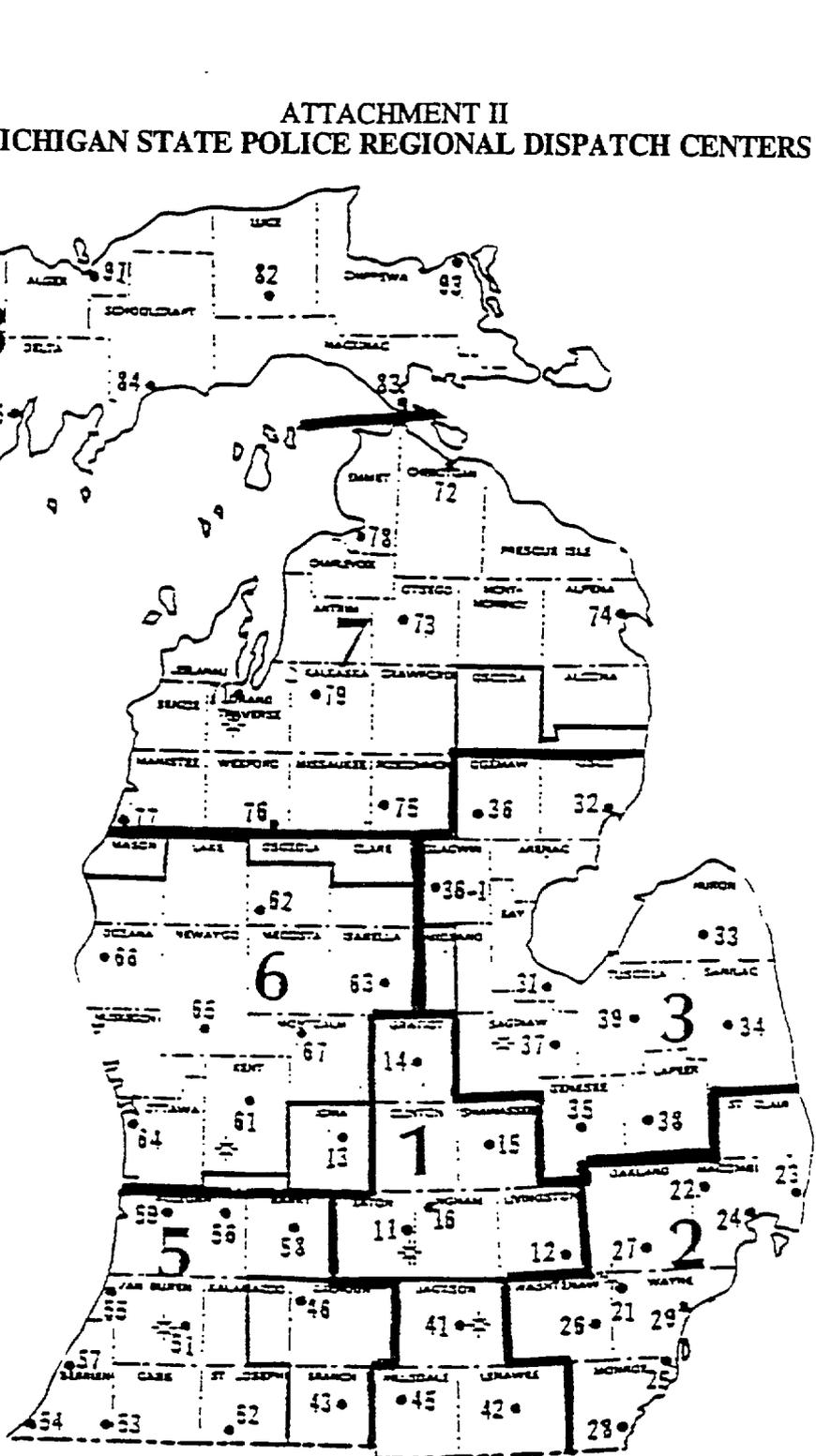
Legend

- District Boundary
- District Headquarters Location
- Post or Team Location

Crime Laboratories			
East Lansing Crime Lab	517	336-6130	
Bridgeport Crime Lab	517	777-0300	

Grand Rapids Crime Lab	616	242-6650	
Sterling Heights Crime Lab	313	726-6709	
Marquette Crime Lab	906	228-2683	
Northville Crime Lab	313	380-1000	

**ATTACHMENT II
MICHIGAN STATE POLICE REGIONAL DISPATCH CENTERS**



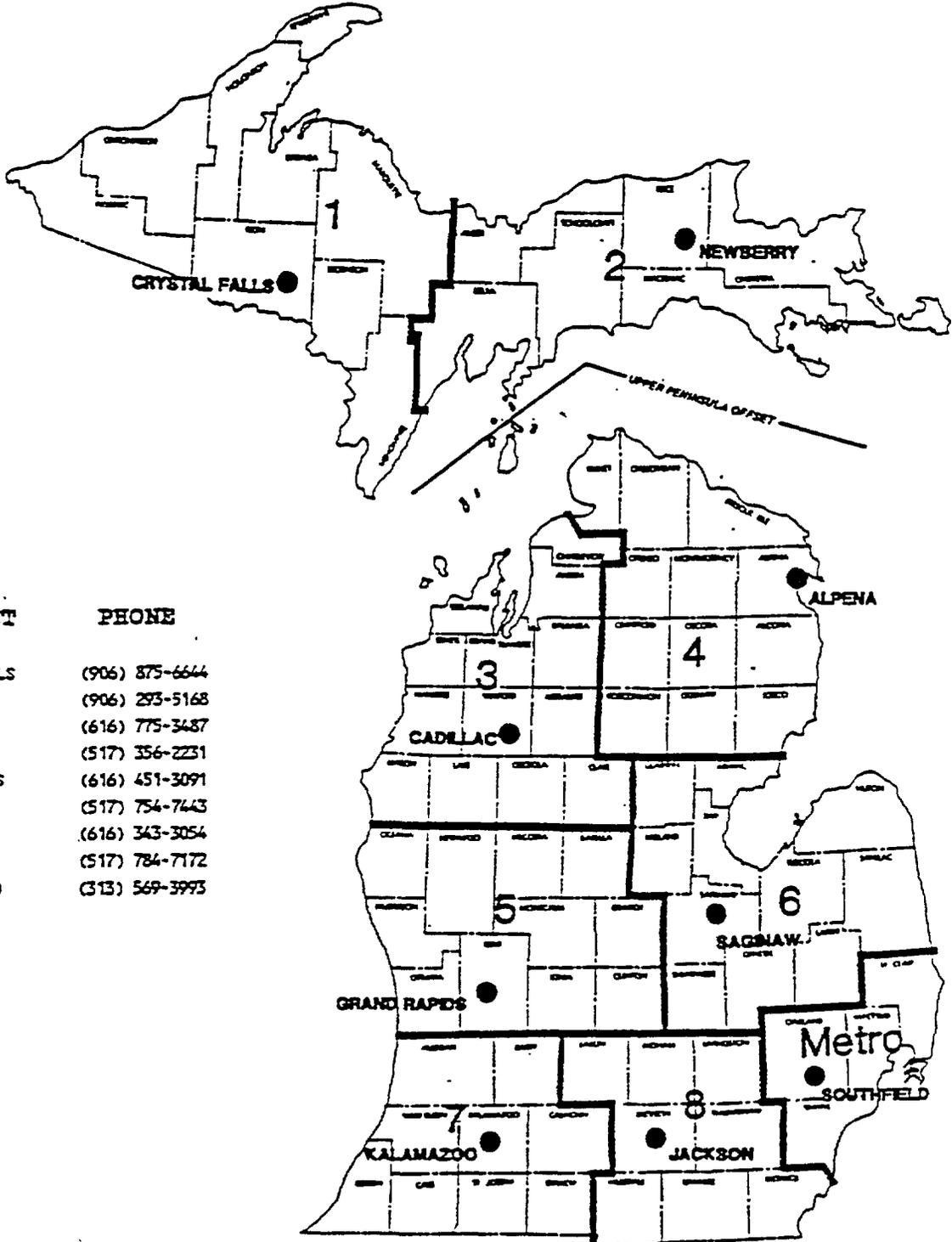
1. HEADQUARTERS CENTRAL DISPATCH
EAST LANSING
(517) 336-6606
2. NORTHVILLE REGIONAL DISPATCH
NORTHVILLE
(313) 380-1039
3. BRIDGEPORT REGIONAL DISPATCH
BRIDGEPORT
(517) 777-3700
5. PAW PAW REGIONAL DISPATCH
PAW PAW
(616) 657-5551
6. ROCKFORD REGIONAL DISPATCH
ROCKFORD
(616) 866-4411
7. GAYLORD REGIONAL DISPATCH
GAYLORD
(517) 732-5141
8. NEGAUNEE REGIONAL DISPATCH
NEGAUNEE
(906)475-9922

Legend
 — District Boundary
 ☆ District Headquarters Location
 • Post or Team Location

ATTACHMENT III

Supplement 2 (Department of Transportation Districts) to Annex W (Department of Transportation) to the Michigan Emergency Preparedness Plan

DEPARTMENT OF TRANSPORTATION DISTRICTS



DISTRICT	PHONE
1 - CRYSTAL FALLS	(906) 875-6644
2 - NEWBERRY	(906) 293-5168
3 - CADILLAC	(616) 775-3487
4 - ALPENA	(517) 356-2231
5 - GRAND RAPIDS	(616) 451-3091
6 - SAGINAW	(517) 754-7443
7 - KALAMAZOO	(616) 343-3054
8 - JACKSON	(517) 784-7172
METRO-SOUTHFIELD	(313) 569-3993

ALPHABETICAL INDEX OF CONTRACT MUNICIPALITIES FOR EACH DISTRICT

ATTACHMENT V

DISTRICT No. 1

- * Bessemer
- Calumet (Vil.)
- Crystal Falls
- Hancock
- Houghton
- Iron Mountain
- Iron River
- Ironwood
- Ishpeming
- Kingsford
- Lake Linden (Vil.)
- Laurium
- Marquette
- Menominee
- Negaunee
- * Norway
- * South Range (Vil.)
- * Wakefield

DISTRICT No. 2

- (L) Mackinac Island
- (L) Mackinac Island State
Park Commission
- Manistique
- * Munising
- * Newberry (Vil.)
- St. Ignace
- Sault Ste. Marie

DISTRICT No. 3

- Cadillac
- Charlevoix
- Clare
- Ewart
- (L) * Farwell (Vil.)
- * Lake City
- Ludington
- (L) * Mancelona (Vil.)
- Manistee
- * Marion (Vil.)
- Reed City
- Scottville
- Traverse City

DISTRICT No. 4

- Alpena
- Cheboygan
- East Tawas
- Gaylord
- Harbor Springs
- Petoskey
- Rogers City
- (L) * Rose City
- Tawas City
- * West Branch

DISTRICT No. 5

- Alma
- Big Rapids
- (L) * Breckenridge (Vil.)
- Carson City
- Fremont
- * Grand Haven
- Grand Rapids
- Greenville
- Holland
- Ithaca
- * Lowell
- * Mt. Pleasant
- Muskegon
- Portland
- St. Louis
- * Spring Lake (Vil.)
- * Whitehall

DISTRICT No. 6

- Almont (Vil.)
- (L) * Au Gres
- Bad Axe
- Bay City
- (L) * Brown City
- Caro (Vil.)
- (L) * Carsonville (Vil.)
- (L) * Caseville (Vil.)
- Cass City (Vil.)
- Clio
- Davison
- Fenton

Flint

- Frankenmuth
- (L) * Grand Blanc
- Harbor Beach
- Lapeer
- Marlette (Vil.)
- (L) * Merrill
- Midland
- Millington (Vil.)
- (L) * Montrose (Vil.)
- Mt. Morris
- (L) * North Branch (Vil.)
- Owosso
- (L) * Peck (Vil.)
- Pigeon (Vil.)
- (L) * Reese (Vil.)
- Saginaw
- Sandusky
- (L) * Unionville (Vil.)
- Vassar

DISTRICT No. 7

- Albion
- Allegan
- * Bangor
- Battle Creek
- Benton Harbor
- * Berrien Springs (Vil.)
- * Bronson
- Coldwater
- Dowagiac
- * Fennville
- Kalamazoo
- Marshall
- * Nashville (Vil.)
- Niles
- Otsego
- * Quincy (Vil.)
- St. Joseph
- South Haven
- Sturgis
- Three Rivers
- * Watervliet

DISTRICT No.

- Adrian
- Ann Arbor
- * Blissfield (Vil.)
- * Charlotte
- Chelsea (Vil.)
- East Lansing
- Eaton Rapids
- Grand Ledge
- Hillsdale
- Howell
- Hudson
- Jackson
- Jonesville (Vil.)
- Lansing
- * Litchfield (Vil.)
- Monroe
- * Saline
- Tecumseh
- Ypsilanti

METROPOLIT

- * Dearborn
- Detroit
- * East Detroit
- * Farmington
- Ferndale
- Highland Park
- * Marine City
- Mt. Clemens
- Pontiac
- Port Huron
- Richmond
- * Rochester
- * Roseville
- * St. Clair
- Wayne

* Municipal trunk line mileage included in county section mile
) Limited Maintenance Contract

Appendix D

Administrative Traffic Management Team

Note: The Administrative Traffic Management Team has met periodically to address incident management for the 21 mile I-75 corridor.

Administrative Traffic Management Team

City of Troy - Police
Captain Charles Craft
500 West Big Beaver
Troy, MI 48084
Phone (810) 524-3424 or 524-3454
Fax (810) 524-1 503

City of Troy - Fire
Mr. Bill Nelson, Fire Chief
Mr. Rodney Bovensiep, Inspector
500 West Big Beaver
Troy, MI 48084
Phone (810) 524-3419
Fax (810) 524-1 503

City of Troy Traffic Engineer
Mr. John Robbins, Traffic Engineer
500 West Big Beaver
Troy, MI 48084
Phone (810) 524-3379
Fax (810) 524-0851

WJR Radio
Mr. Dennis Neubacher
2100 Fisher Building
3011 W. Grand Blvd.
Detroit, MI 48202
Phone (313) 875-4440
Fax (313) 875-9022

Metro Traffic
Mr. Doug Boynton
201 West Big Beaver
Suite 1015
Troy, MI 48084
Phone (810) 689-5100
Fax (810) 689-9258

Macomb County Road Commission
Mr. Carlo Santia
156 Malow Street
P.O. Box 2347
Mt. Clemens, MI 48046-2347
Phone (810) 463-8671
Fax (810) 469-6130

Road Commission for Oakland County
Mr. Leroy Liston, Traffic Services Engineer
2420 Pontiac Lake Road
Waterford, MI 48328
Phone (810) 858-4830
Fax (810) 858-7607

Wayne County Public Services Office
Ms. Vicki Holland, Assistant Traffic Engineer
29900 Goddard Road
Detroit, MI 48242
Phone (313) 942-9920
Fax (313) 942-0639

Administrative Traffic Management Team

Michigan Emergency Patrol
Mr. Bill Appel
2400 Fisher Building
3011 W. Grand Blvd.
Detroit, MI 48202
Phone (313) 875-0104
Fax (313) 873-2085

City of Detroit
Department of Public Works
Mr. Clyde D. Dowell, Director
Room 513 City County Building
2 Woodward Ave.
Detroit, MI 48226
Phone (313) 224-3900

City of Detroit
Department of Streets and Traffic
Sooran Yavruian, Director
1301 E. Warren
Detroit, MI 48207
Phone (313) 833-7294

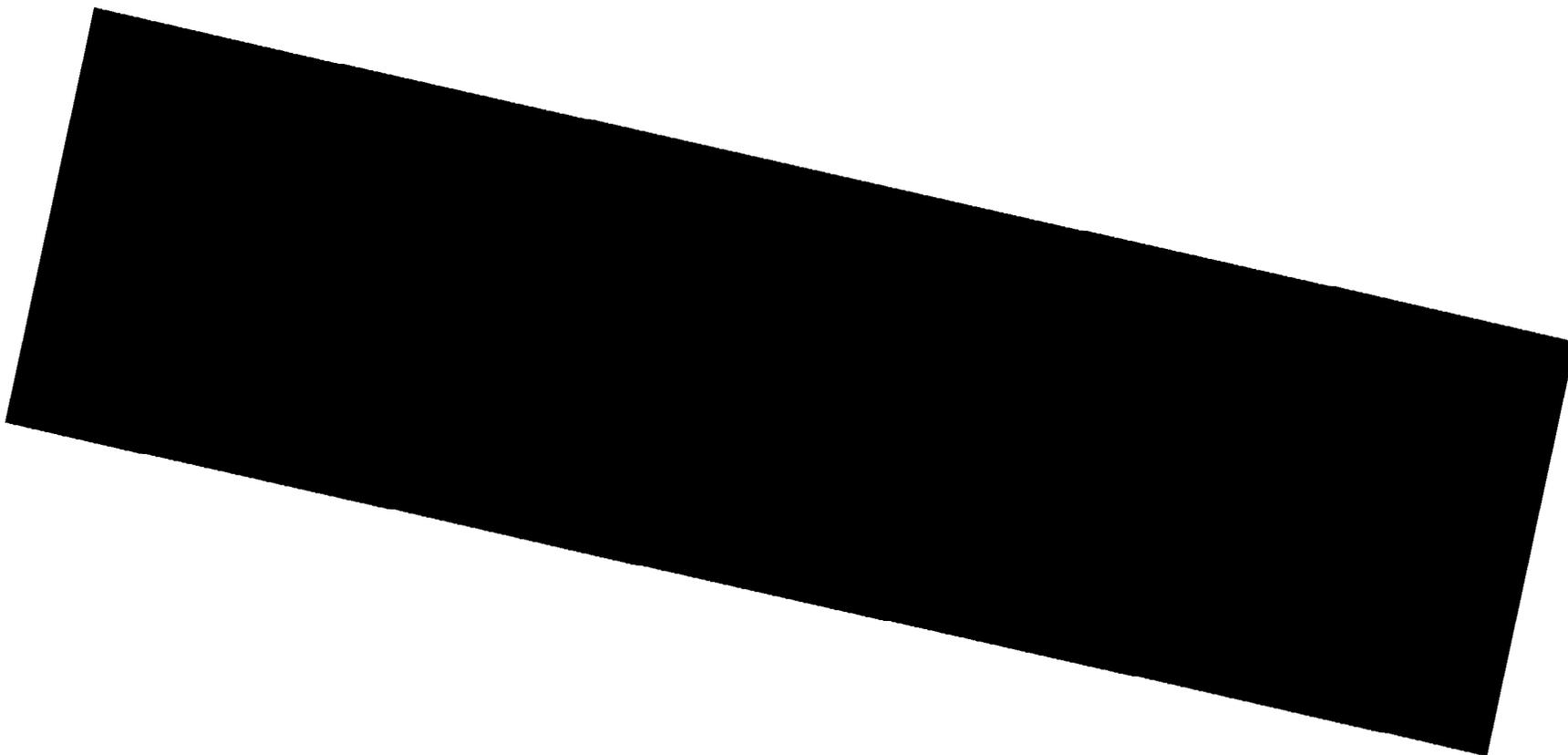
City of Detroit Department of Police
Metro Division
Commander Charles Wilson
21 10 Park
Detroit, MI 48226
Phone (313) 596-2577

City of Hamtramck - Fire
Mr. Gerald Penkszik, Assistant Fire Chief
2625 Caniff
Hamtramck, MI 46212
Phone (313) 876-7760 or 365-8686
Fax (313) 876-7703

City of Hamtramck - Police
Lt George Kruk
3456 Evaline
Hamtramck, MI 48212
Phone (313) 876-7803 or 876-7800
Fax (313) 873-7804

City of Hazel Park - Fire
Chief James Carene
22830 Russell
Hazel Park, MI 48030
Phone (810) 546-4086
Fax (810) 546-4083

City of Hazel Park - Police
Lt. Melvin Marchlones
111 East Nine Mile Road
Hazel Park, MI 48030
Phone (313) 542-63 61
Fax (313) 546-4084



Administrative Traffic Management Team

City of Madison Heights - Fire
Chief Bill Donahue
340 West 13 Mile Road
Madison Heights, MI 48071
Phone (810) 588-3605
Fax (810) 588-3604

City of Madison Heights - Police
Deputy Chief James Keary
280 West 13 Mile Road
Madison Heights, MI 48071
Phone (810) 585-2100
Fax (810) 585-8090

City of Royal Oak - Fire
Chief William Crouch
215 East Sixth Street
Royal Oak, MI 48067
Phone (810) 546-7811

City of Royal Oak - Police
Sgt. Michael Struble
221 East Third Street
Royal Oak, MI 48067
Phone (810) 546-1505
Fax (810) 546-1549

City of Ferndale - Fire
Chief David Laprairie
1635 Livernois
Ferndale, MI 48220
Phone (810) 546-2510

City of Ferndale - Police
Chief Joseph Sullivan
310 East Nine Mile Road
Ferndale, MI 48220
Phone (810) 541-3650
Fax (810) 541-2836

AAA Michigan
Community Safety Services
Mr. Lyle Nustad
1 Auto Club Drive
Dearborn, MI 48126
Phone (313) 336-1405
Fax (313) 336-2586

Michigan Department of Transportation
Mr. Ernie Savas, District Operations Engineer
18101 West Nine Mile Road
Southfield, MI 48075
Phone (810) 569-3993
Fax (810) 569-3103

Administrative Traffic Management Team

Michigan Department of Transportation
Mr. Desi Strakovits
District Traffic and Safety Engineer
18101 West Nine Mile Road
Southfield, MI 48075
Phone (810) 569-3993
Fax (810) 569-3103

Michigan State Police
Captain Chris Hogan
42145 West 7 Mile Road
Northville, MI 48167
Phone (313) 380-1020
Fax (313) 348-7037

Michigan State Police (Detroit)
F-LT Dewayne Brantley
1200 6th Street
Detroit, MI 48226
Phone (313) 256-2969
Fax (313) 256-2930

Michigan State Police (Pontiac)
F-LT Ronald J. Lapp
1295 North Telegraph Road
Waterford, MI 48328
Phone (810) 332-5200
Fax (810) 332-3464

Oakland County Sheriff
Emergency Management Systems Division
1201 North Telegraph Road
Pontiac, MI 48341
Attn: Leanne Robinson
Phone (313) 858-5323
Fax (313) 858-5550

Wayne County Sheriff
Lt. Carl Zahn
37401 Edward H. Hines Drive
Livonia, MI 48150
Phone (313) 591-6945
Fax (313) 464-2810

Michigan Department of Transportation
Raymond Klucens
Michigan Intelligent Transportation Systems
Center
1050 Sixth Street
Detroit, MI 48226
Phone (313) 256-9800
Fax (313) 256-9036

Emergency & Administrative Contacts

<i>Segment</i>	<i>Agency</i>	<i>Contact</i>	<i>Emergency Telephone</i>	<i>Administrative Telephone</i>	<i>Fax</i>
All	AAA Michigan Emergency Patrol	Dispatch	800-332-0233	800-332-0233	313-873-2085
All	AAA Michigan Emergency Patrol		313-875-0104 OR Cellular *637	313-875-0104	
All	Michigan DOT - Lansing	Peter Basolo	517-373-2298	517-373-2298	517-335-5951
All	Michigan DOT (Metro District)		None	810-569-3993	810-569-3103
All	Michigan Intelligent Transportation Systems Center (MTT'S)		None	313-256-9800	313-256-9036
All	Michigan State Police (MSP)	Dispatch	810-380-1040		313-348-1717
A,B,C	Michigan State Police (Detroit)		911	313-256-2990	313-256-2930
D,E,F	Michigan State Police (Pontiac)		810-332-9133	810-332-5200	810-332-3464
A,B,C	City of Detroit, Fire, EMS	Dispatch	313-596-1601	313-596-1601	
A,B,C	City of Detroit Police		911	313-224-4400	
All	Metro Traffic	Dispatch	810-689-5100	810-689-5100	810-689-9258
A,B,C	Wayne County Sheriff	Dispatch	313-942-2222	313-224-2222	313-464-2810
D,E,F	Oakland County Sheriff	Dispatch	911	810-858-5000	
D,E,F,	Road Commission For Oakland County	Dispatch	810-858-4895	810-645-2000	810-645-6277
A,B,C	Wayne County Public Services	Dispatch	313-942-9920	313-942-9920	313-942-0639
B	City of Hamtramck - Fire	Dispatch	313-876-7777	313-876-7760	313-876-7703
B	City of Hamtramck - Police	Dispatch	911	313-876-7800	313-876-7804
D	City of Hazel Park - Fire	Dispatch	810-542-6000	810-546-4086	810-546-4084
D	City of Hazel Park - Police	Dispatch	810-542-6161	810-542-6161	810-546-4084
E	City of Madison Hts - Fire	Dispatch	911	810-588-3605	810-585-3604
E	City of Madison Hts - Police	Dispatch	911	810-585-2100	810-585-9049
F	City of Troy - Fire	Dispatch	911	810-524-3419	810-689-7520(Fire)
F	City of Troy - Police	Dispatch	911	810-524-3477	810-524-1503
D,E	City of Royal Oak - Fire	Dispatch	911	810-546-7811	810-546-1546
D,E	City of Royal Oak - Police	Dispatch	810-546-1500	810-546-1500	810-546-1549
D	City of Ferndale - Fire	Dispatch	810-541-3600	810-541-2510	810-546-2369
D	City of Ferndale - Police	Dispatch	911	810-546-2388	810-541-2836